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**Gleason**

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(54) **DOCK LEVELER**  
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(\* ) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 0 days.

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(21) Appl. No.: **10/998,532**  
(22) Filed: **Nov. 29, 2004**

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**Related U.S. Application Data**  
(62) Division of application No. 10/328,279, filed on Dec. 23, 2002, now Pat. No. 6,834,409.

(51) **Int. Cl.**  
*E01D 1/00* (2006.01)  
(52) **U.S. Cl.** ..... **14/71.3**  
(58) **Field of Classification Search** ..... 14/69.5,  
14/71.1, 71.3, 71.5, 71.7  
See application file for complete search history.

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(57) **ABSTRACT**

The present invention pertains to a mechanically actuated dock leveler with a mounting frame secured in a pit of a loading dock, and a deck assembly with a deck and extendable lip. A deck lift assembly biases the deck to move from a parked position to a raised position to activate a lip extension assembly. As the deck is “walked down”, the lip is extended and the lip extension assembly is deactivated in a controlled manner so that the deck and lip reach an engaged position against the trailer and are kept in place by a hold down mechanism. The deck assembly has a float housing with a slot for releasably engaging the lift assembly to achieve a range of float positions where the deck and lip rest on and float with the trailer as it is loaded and unloaded. The deck assembly has a durable combined lip lug and header plate hinge construction.

**16 Claims, 17 Drawing Sheets**

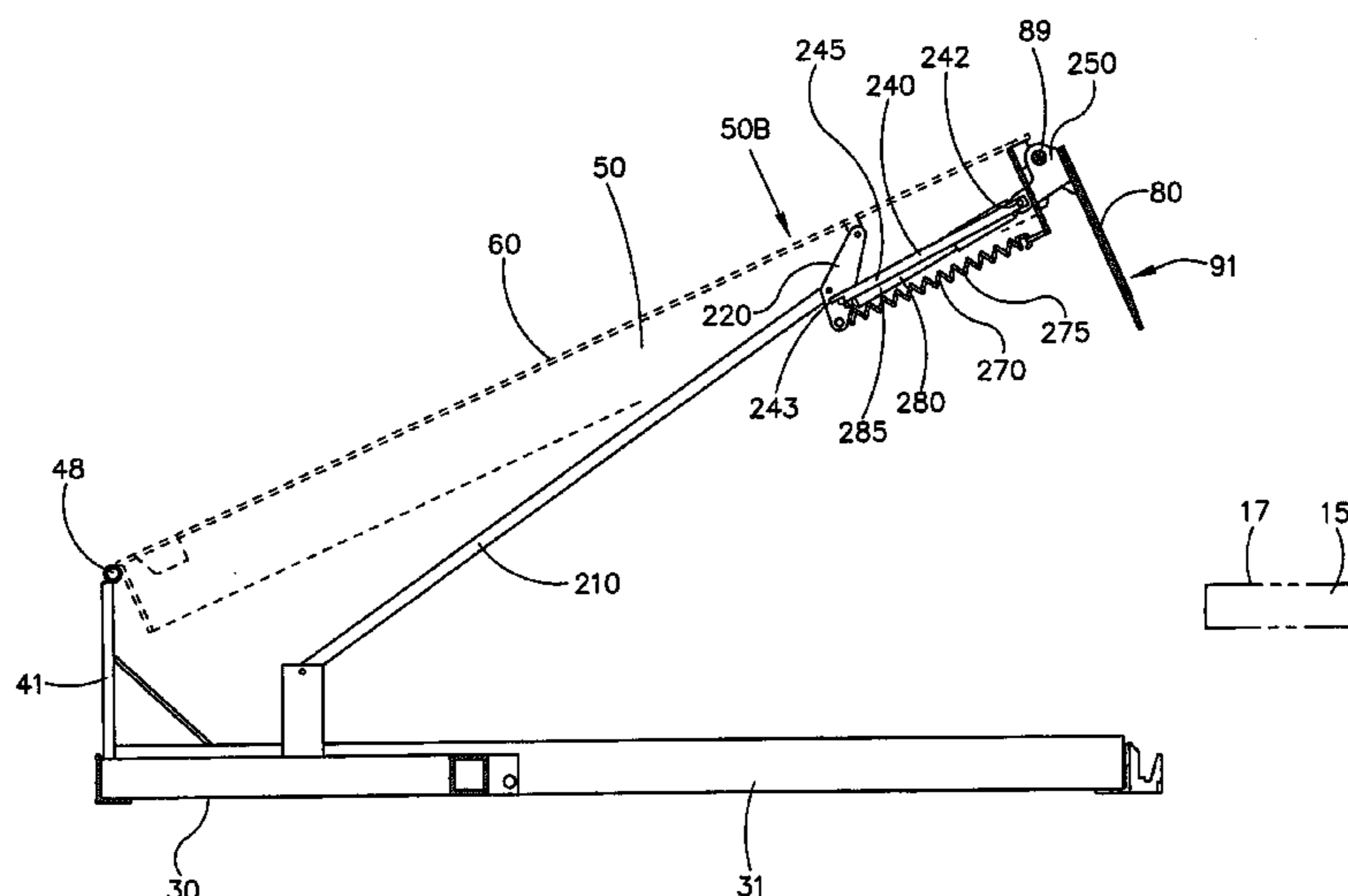


FIG. 1

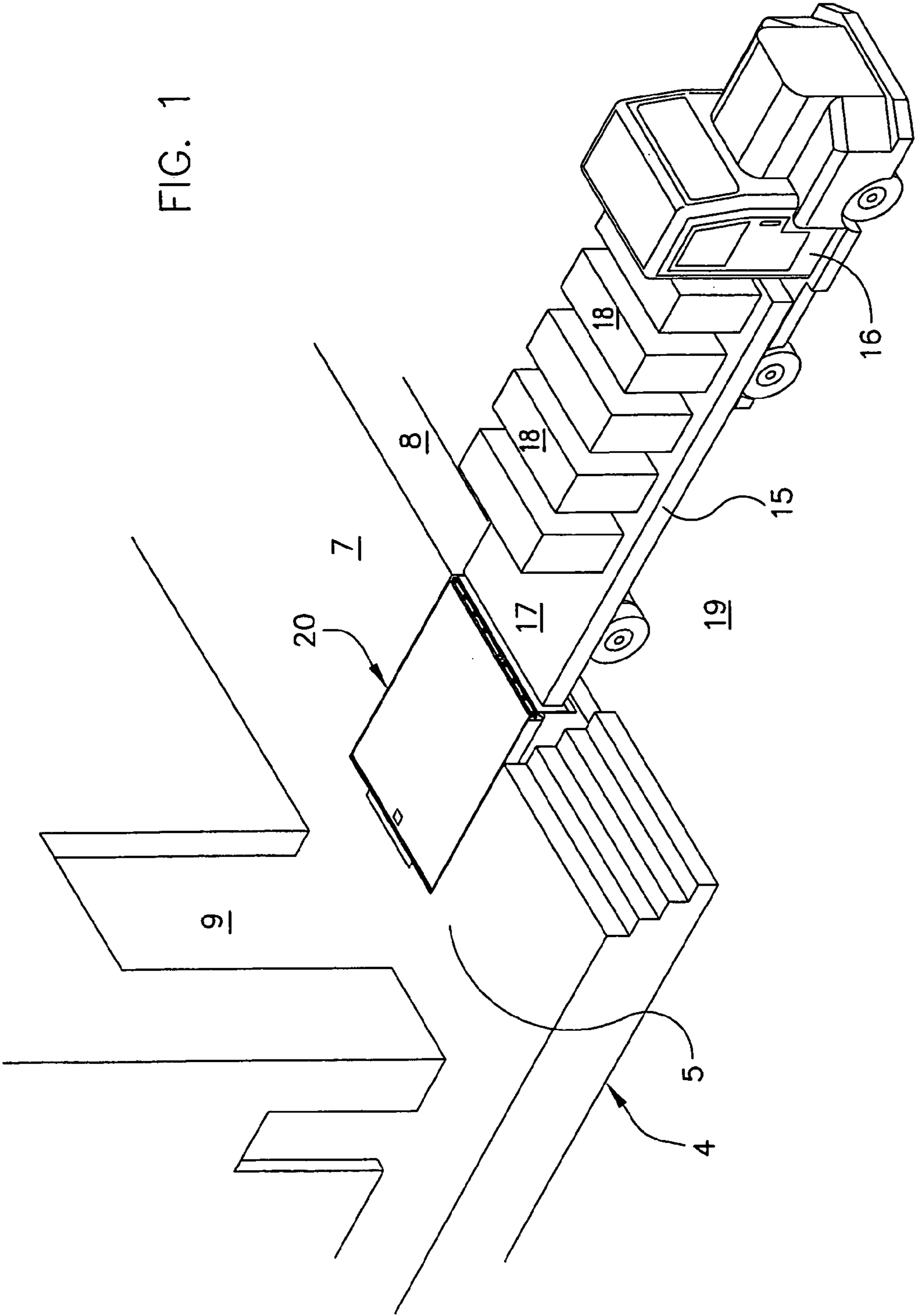


FIG. 2

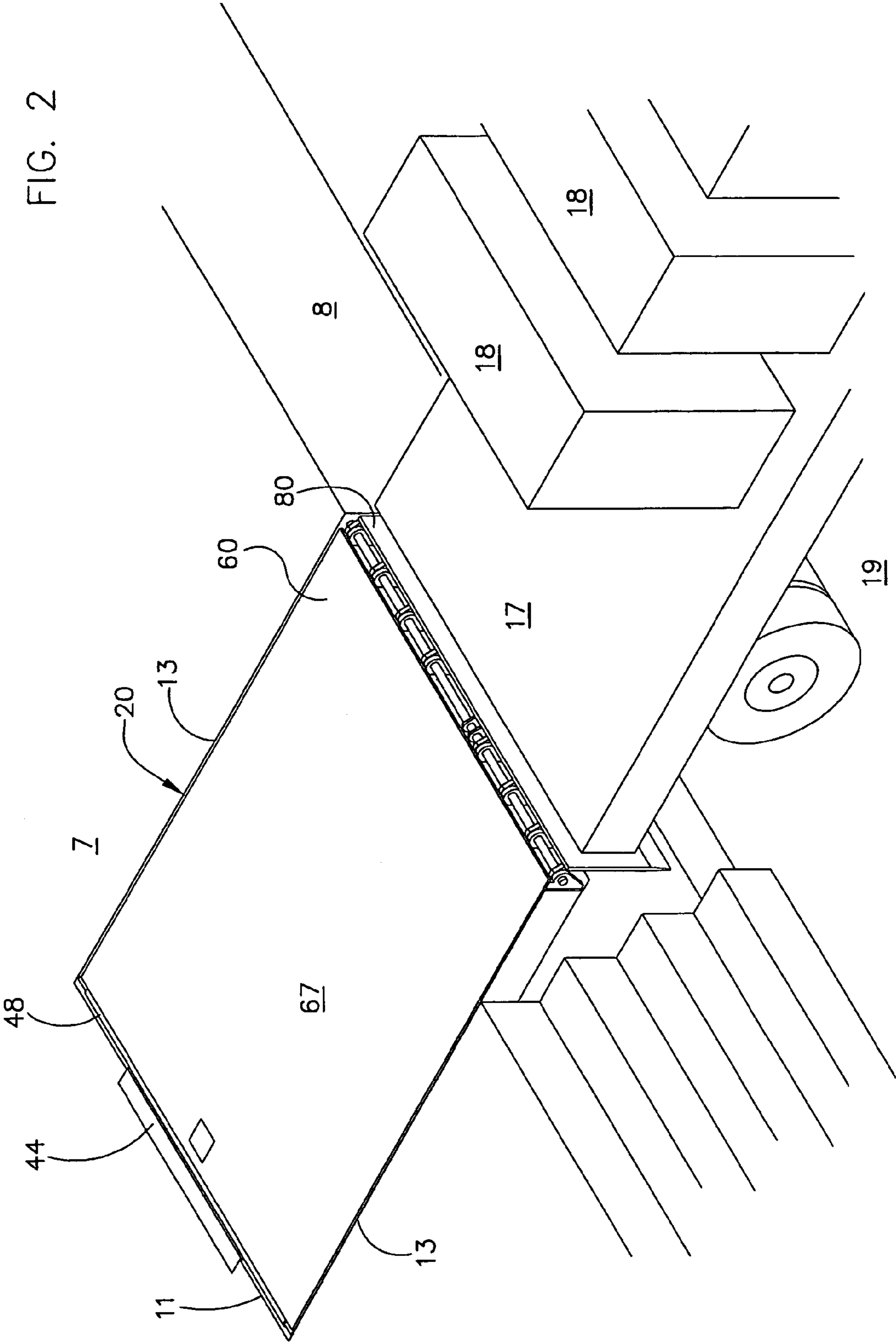




FIG. 4

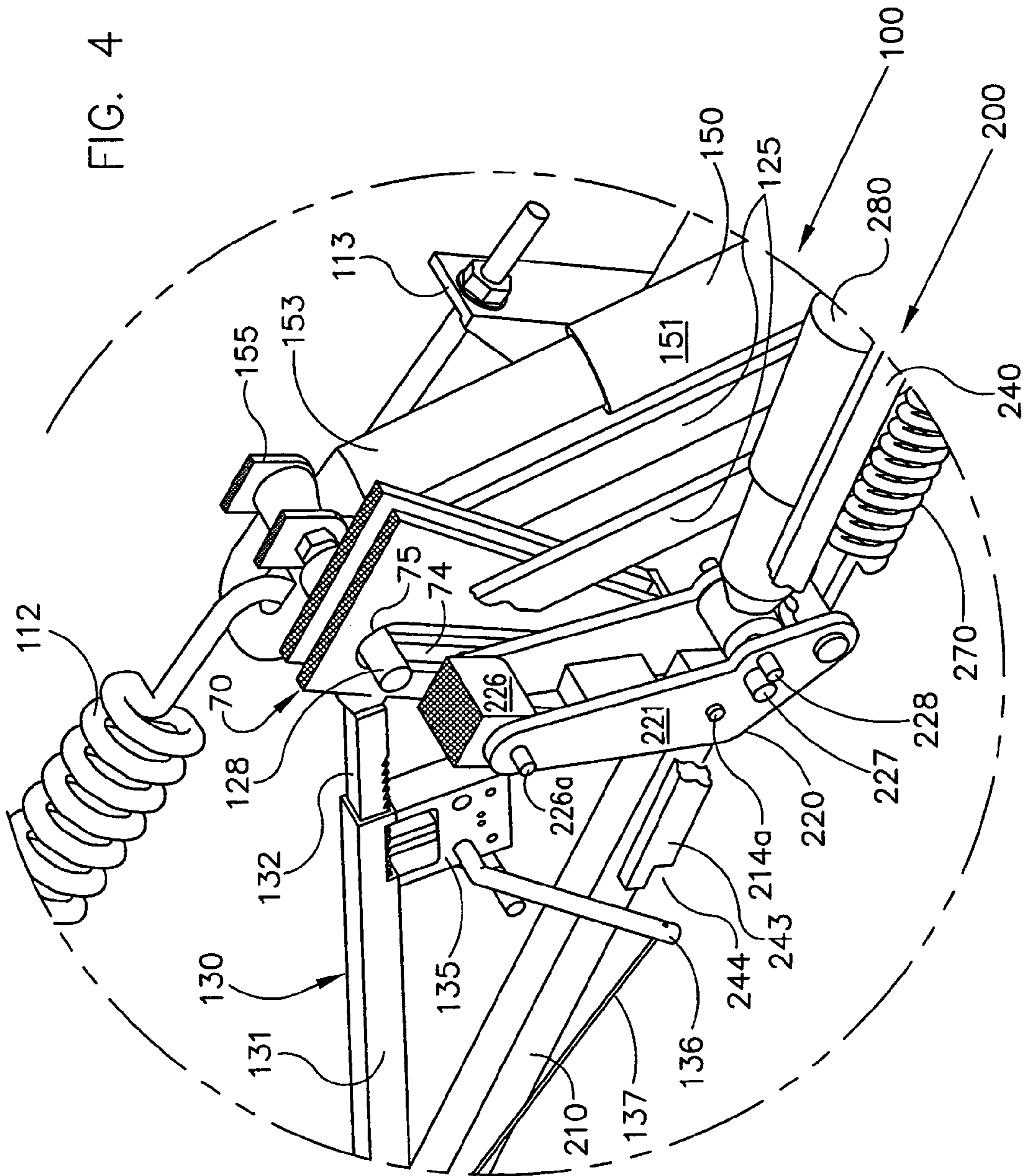
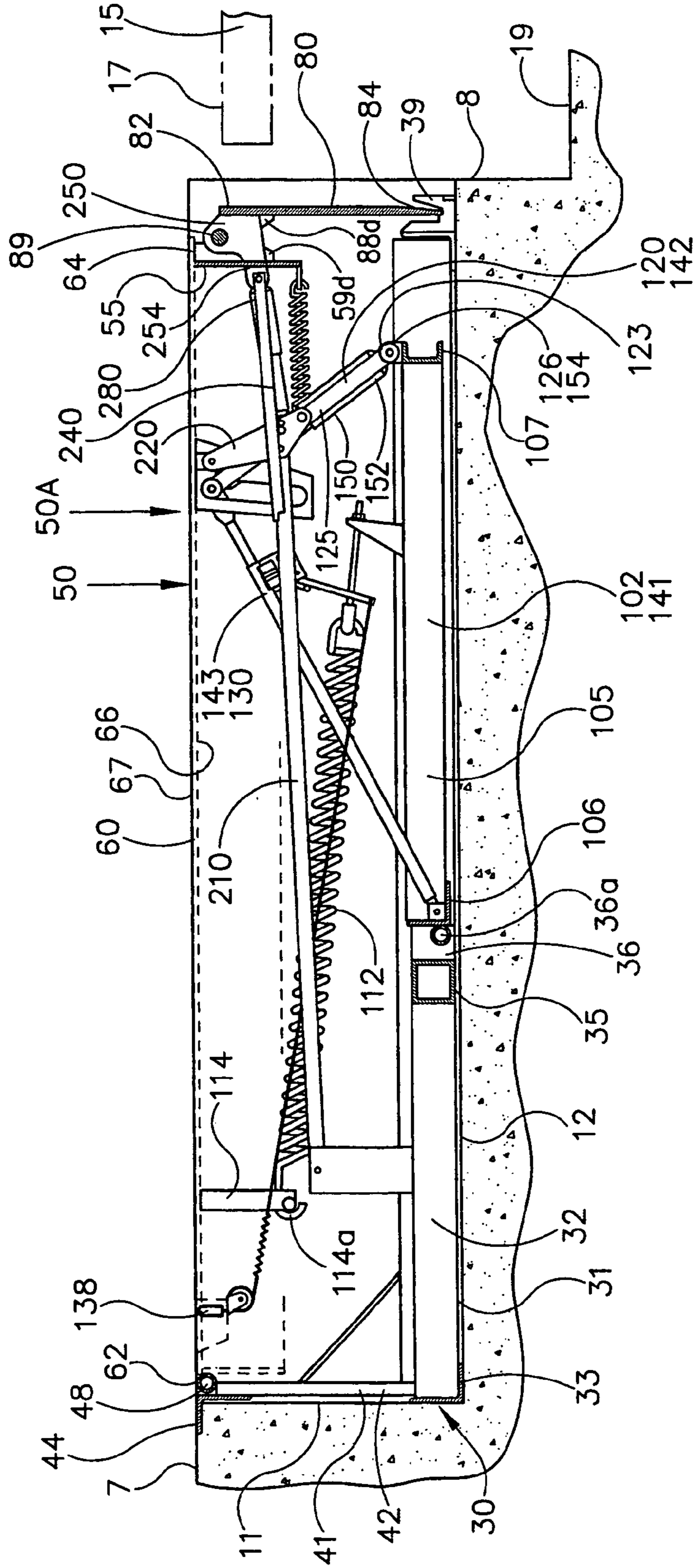
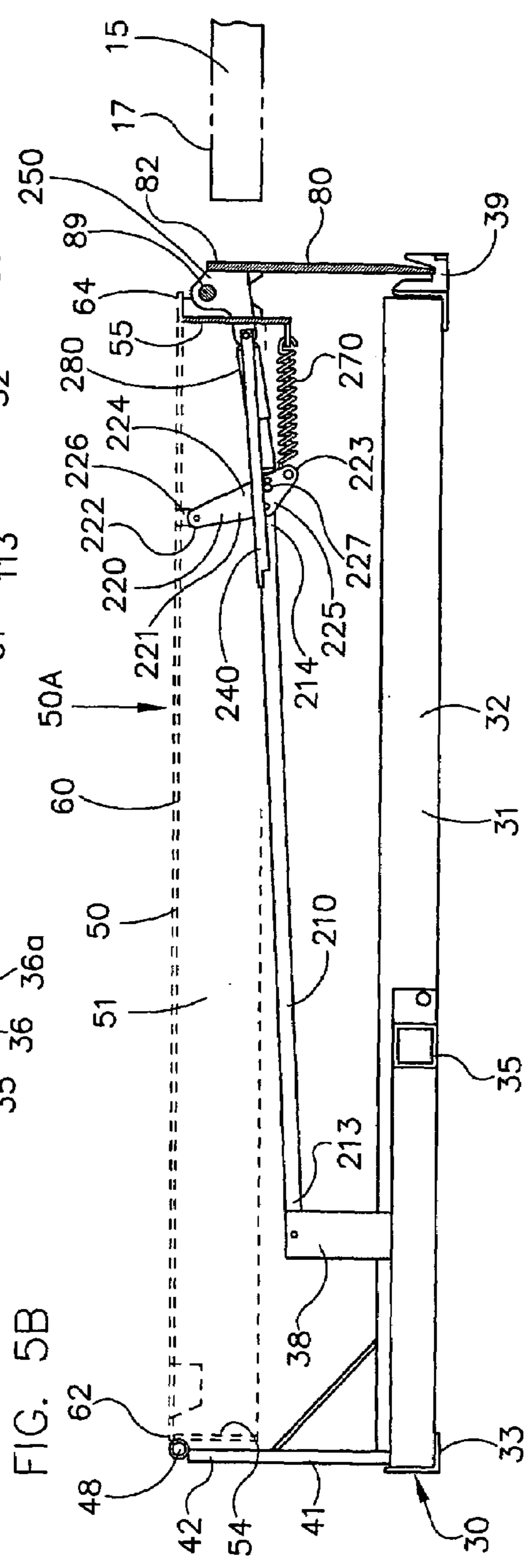
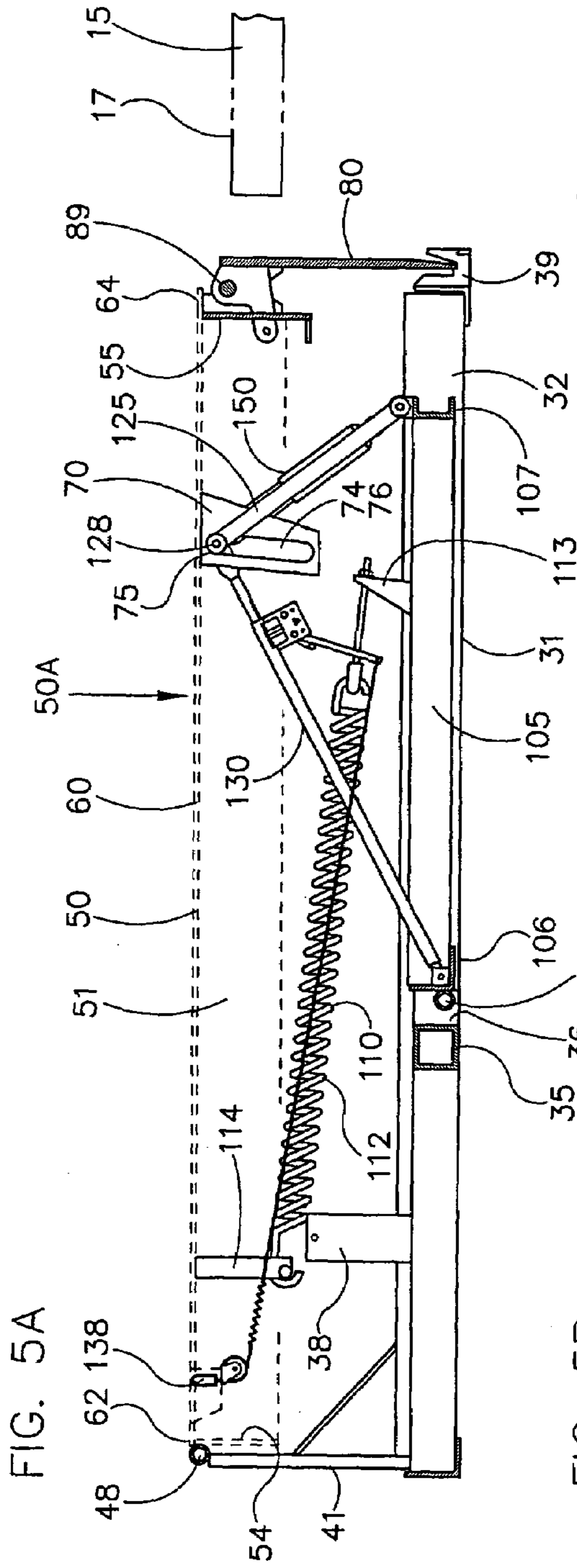


FIG. 5





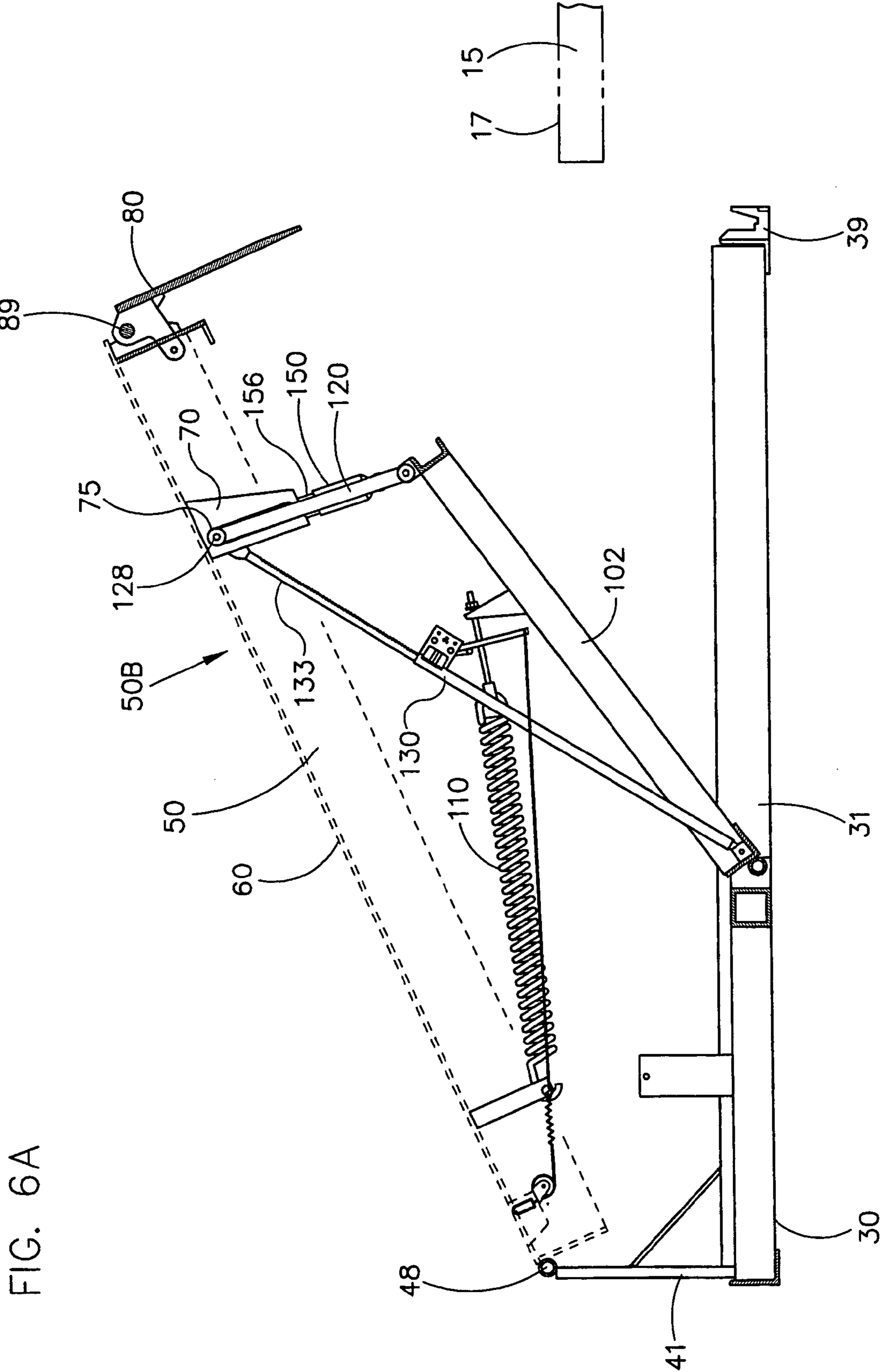


FIG. 6A



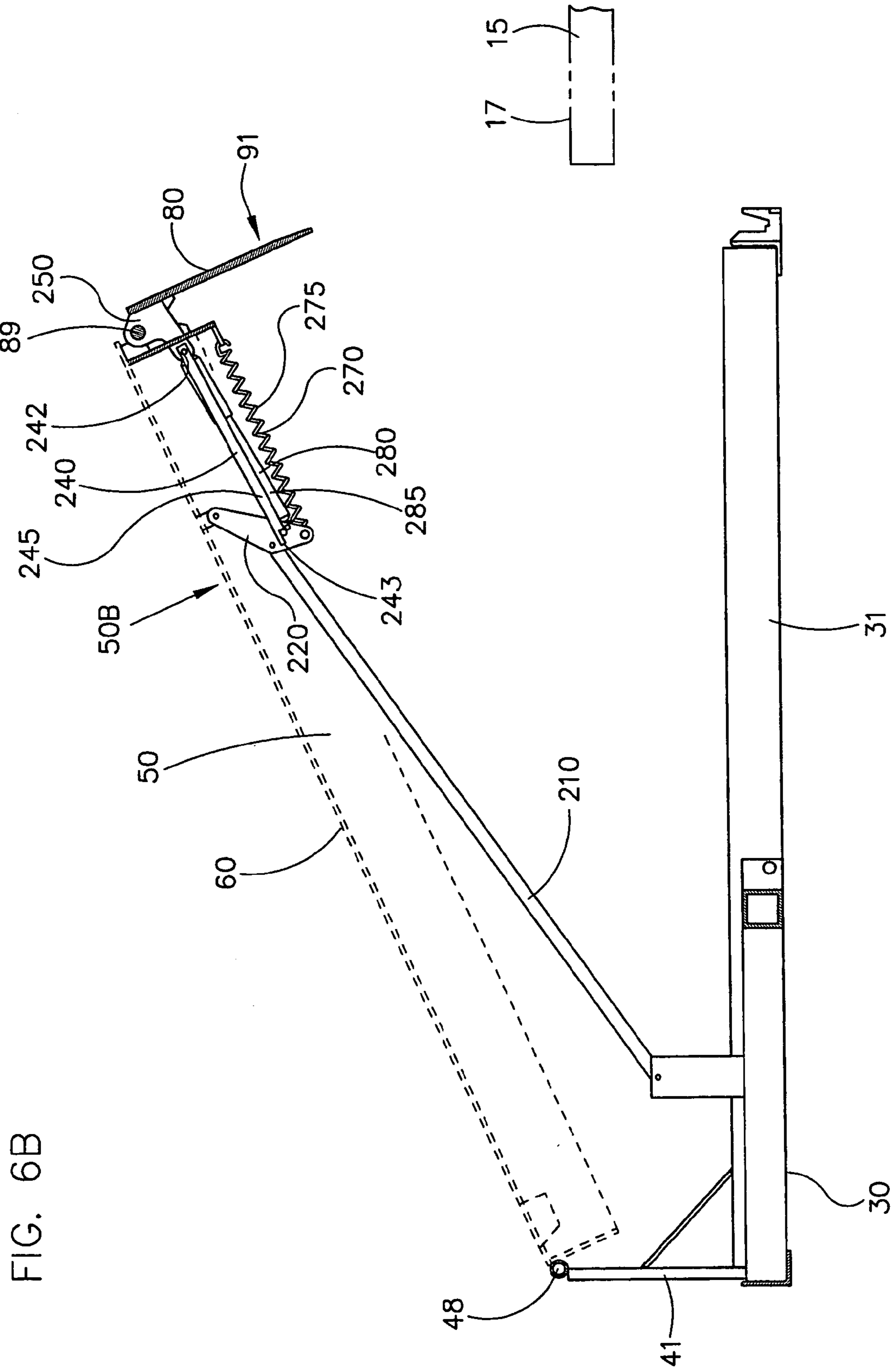
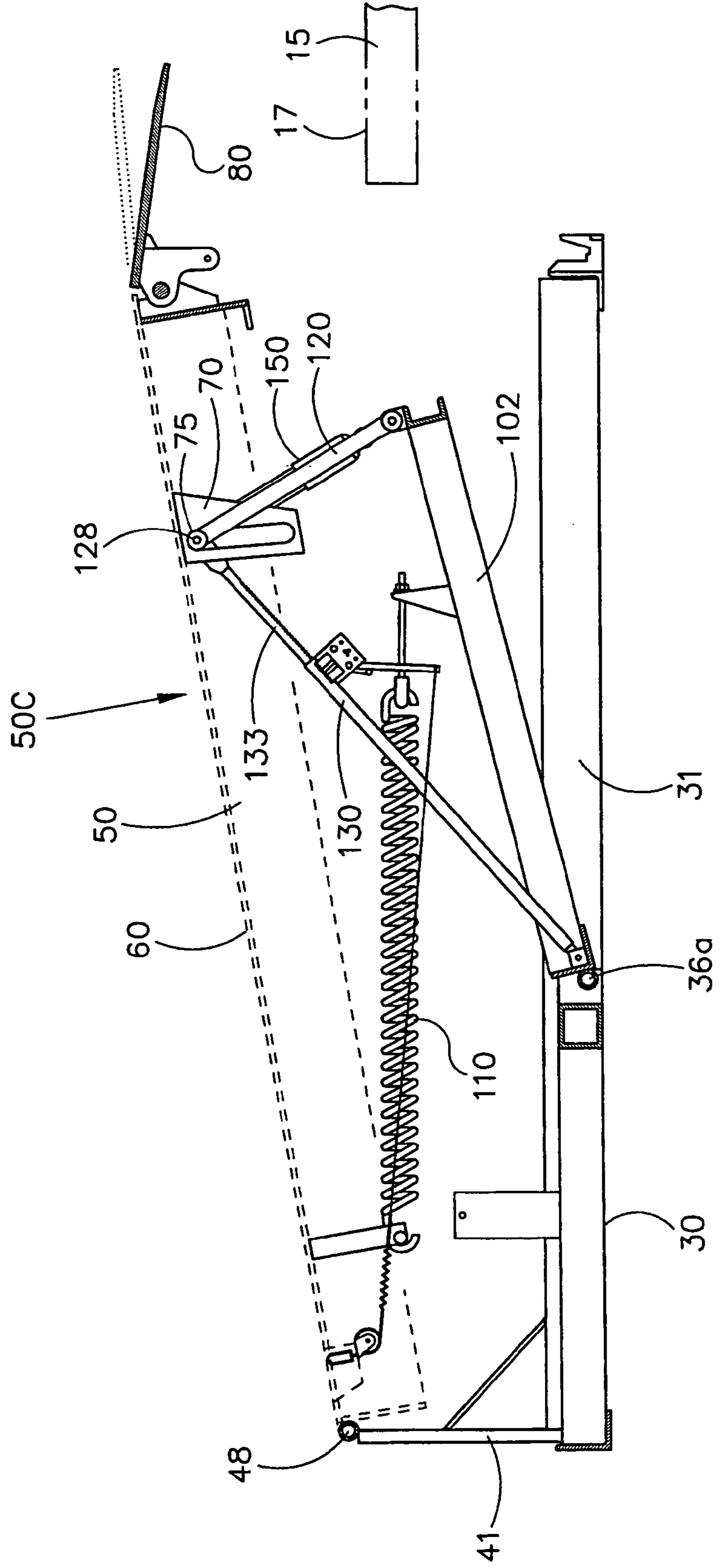


FIG. 6B

FIG. 7A





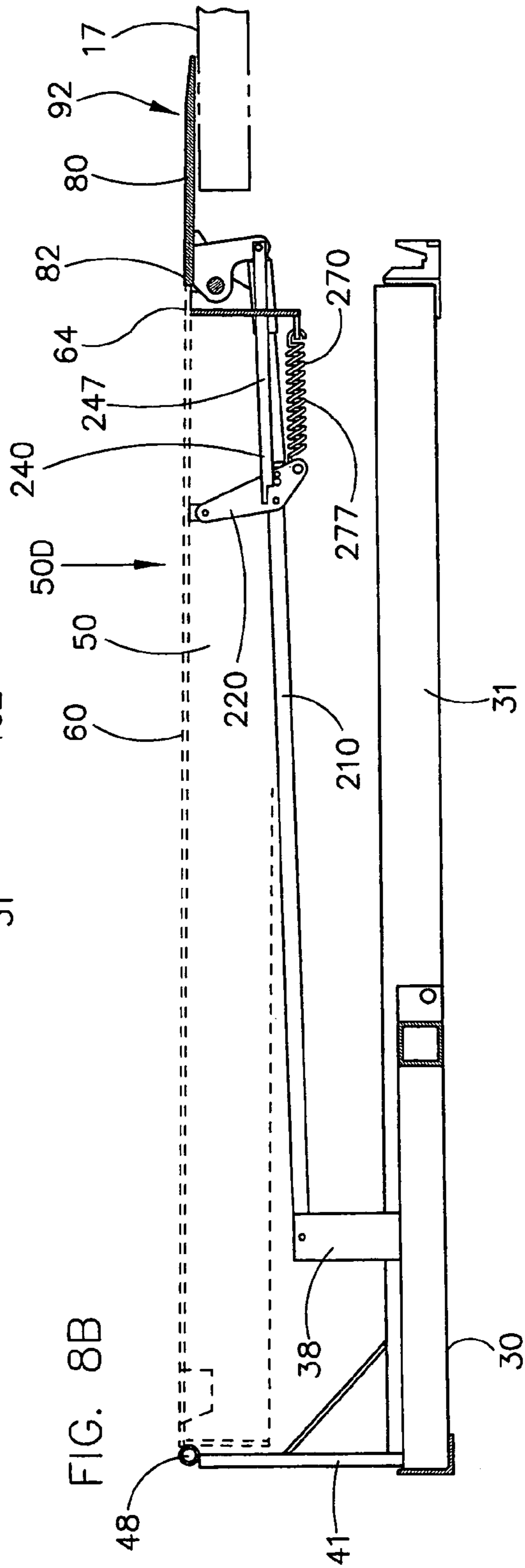
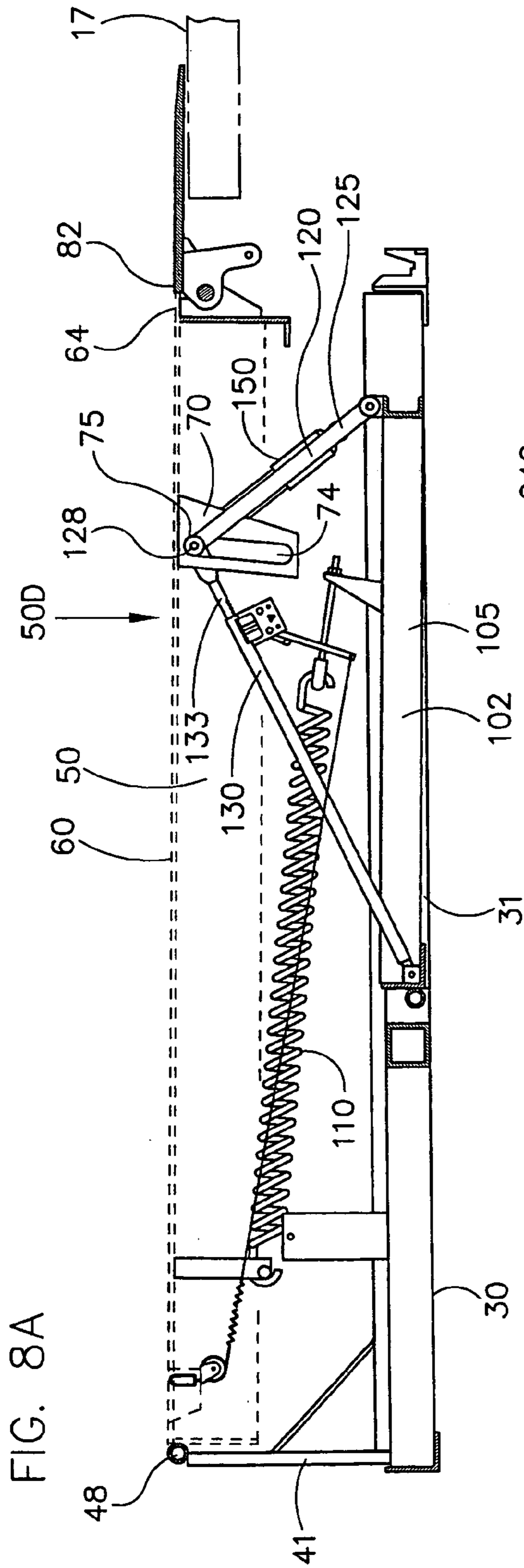




FIG. 10A

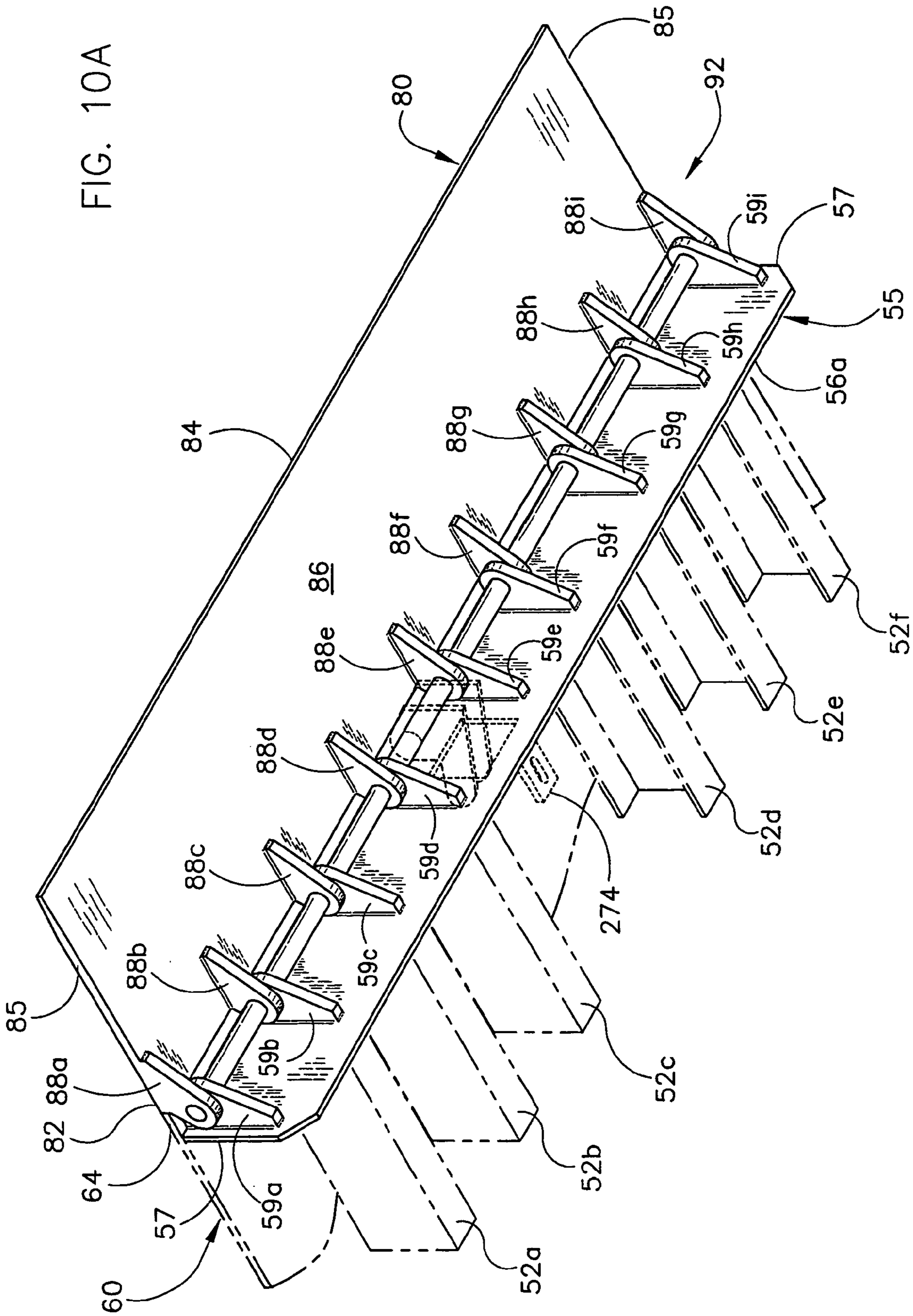


FIG. 10B

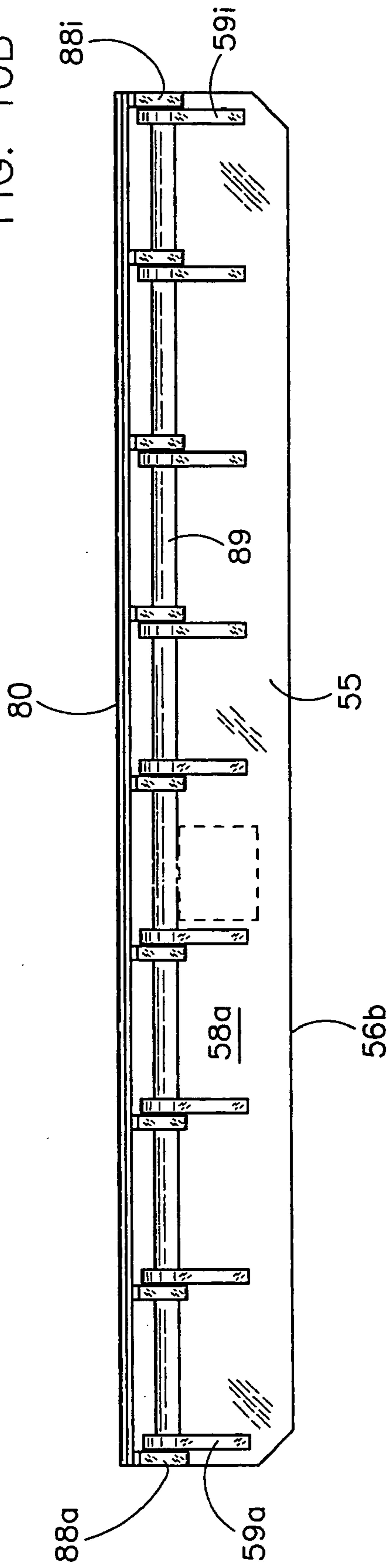


FIG. 10C

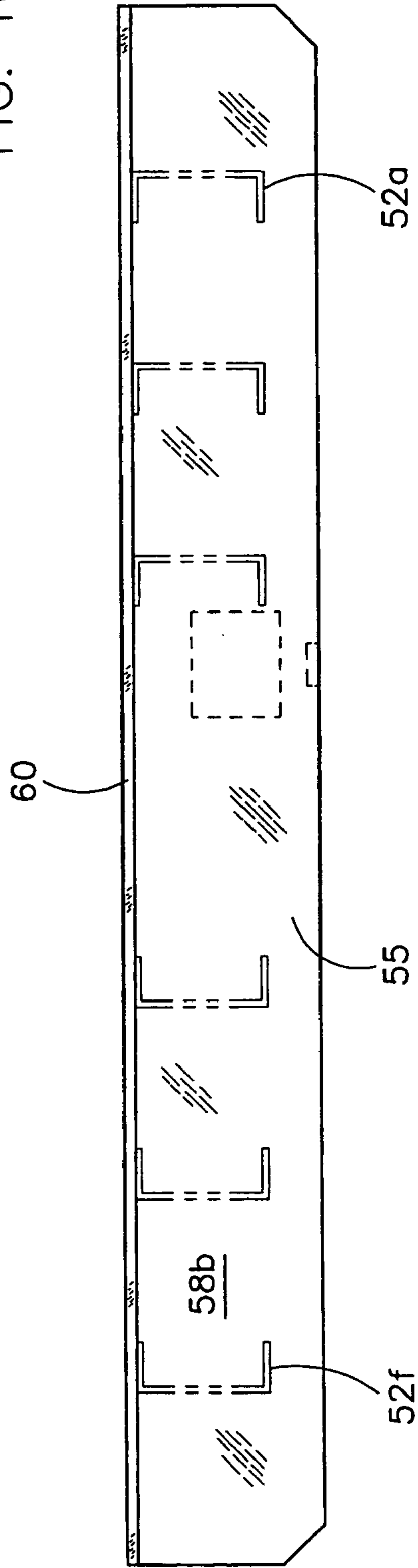


FIG. 10D

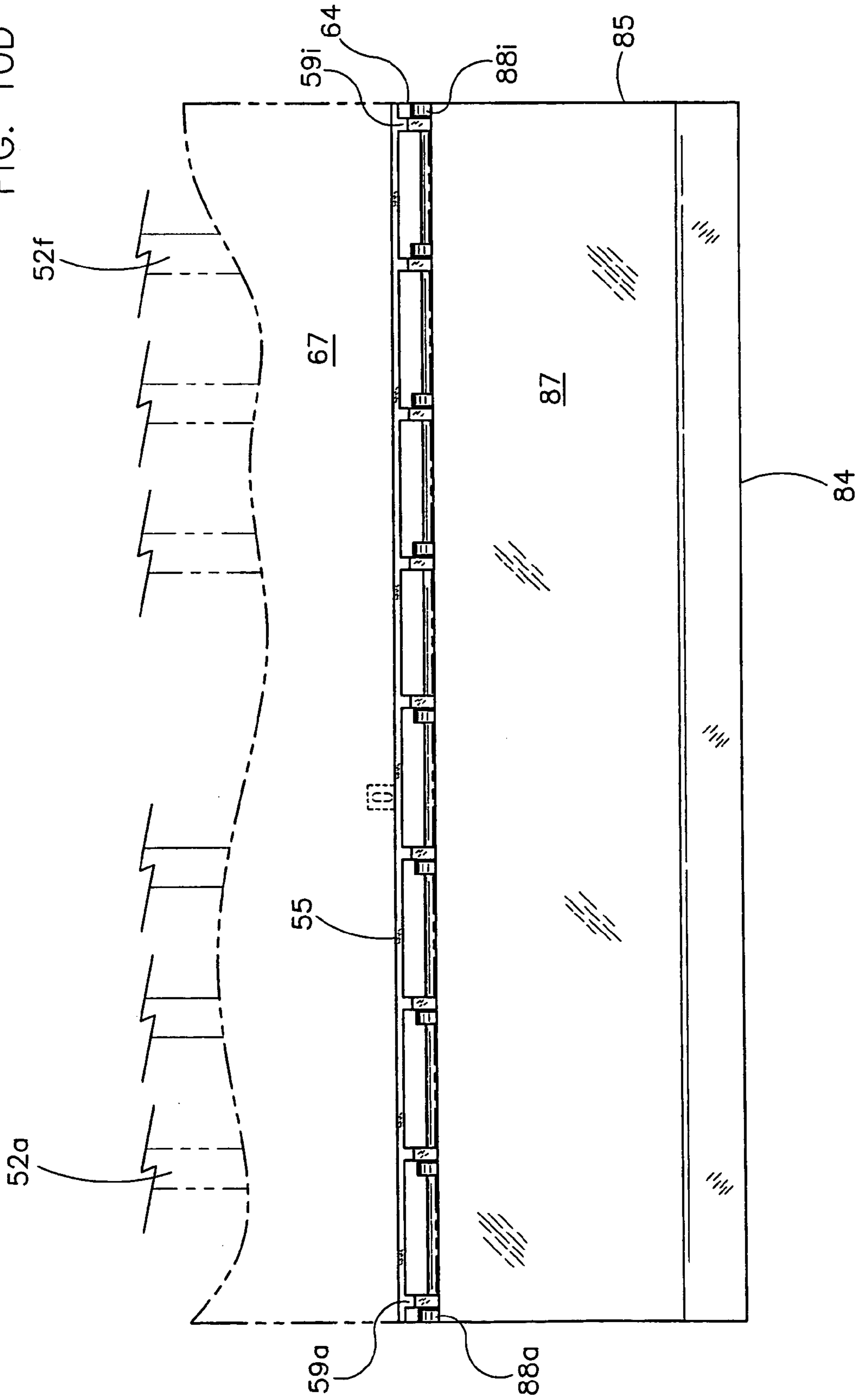




FIG. 10E

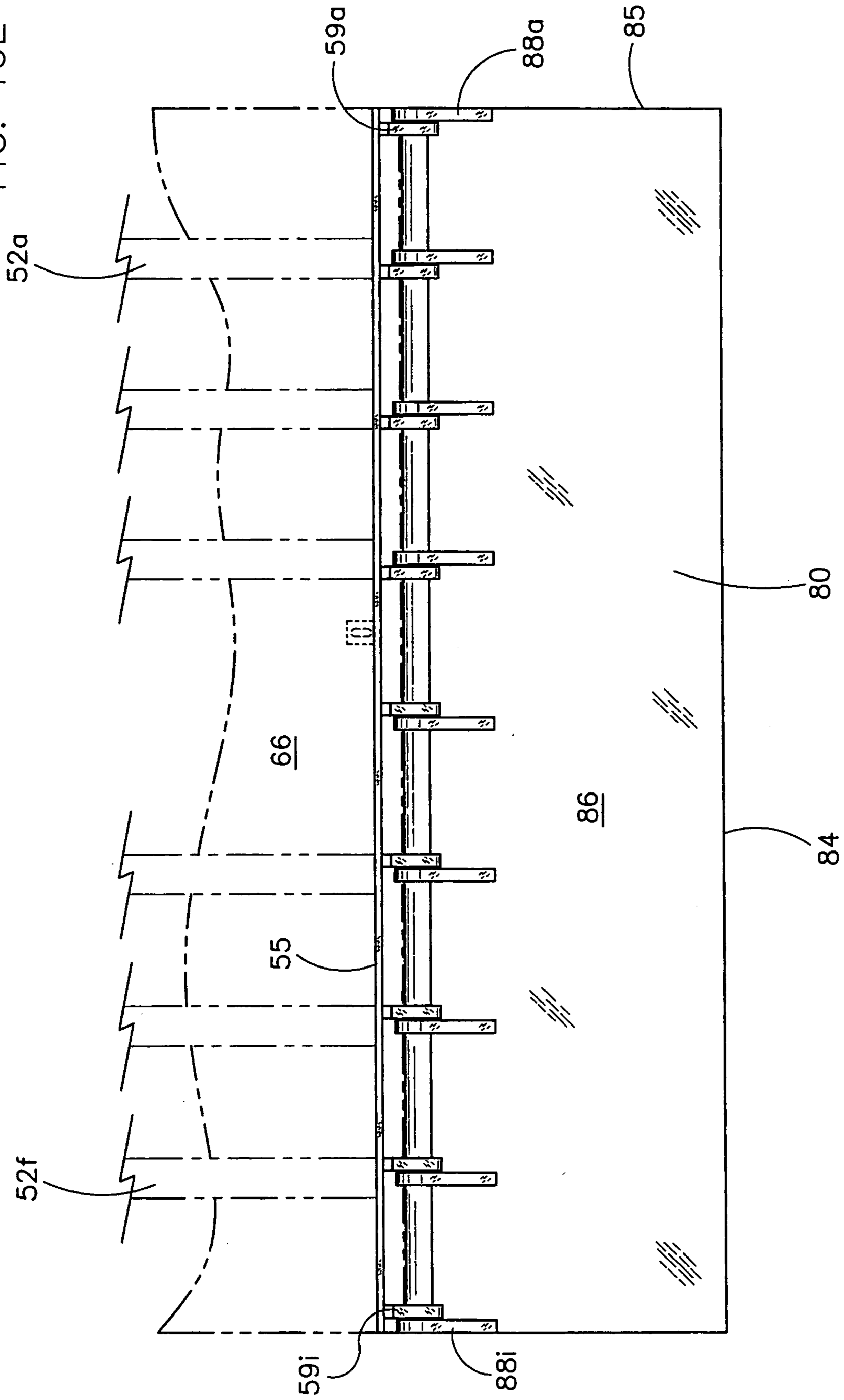


FIG. 10F

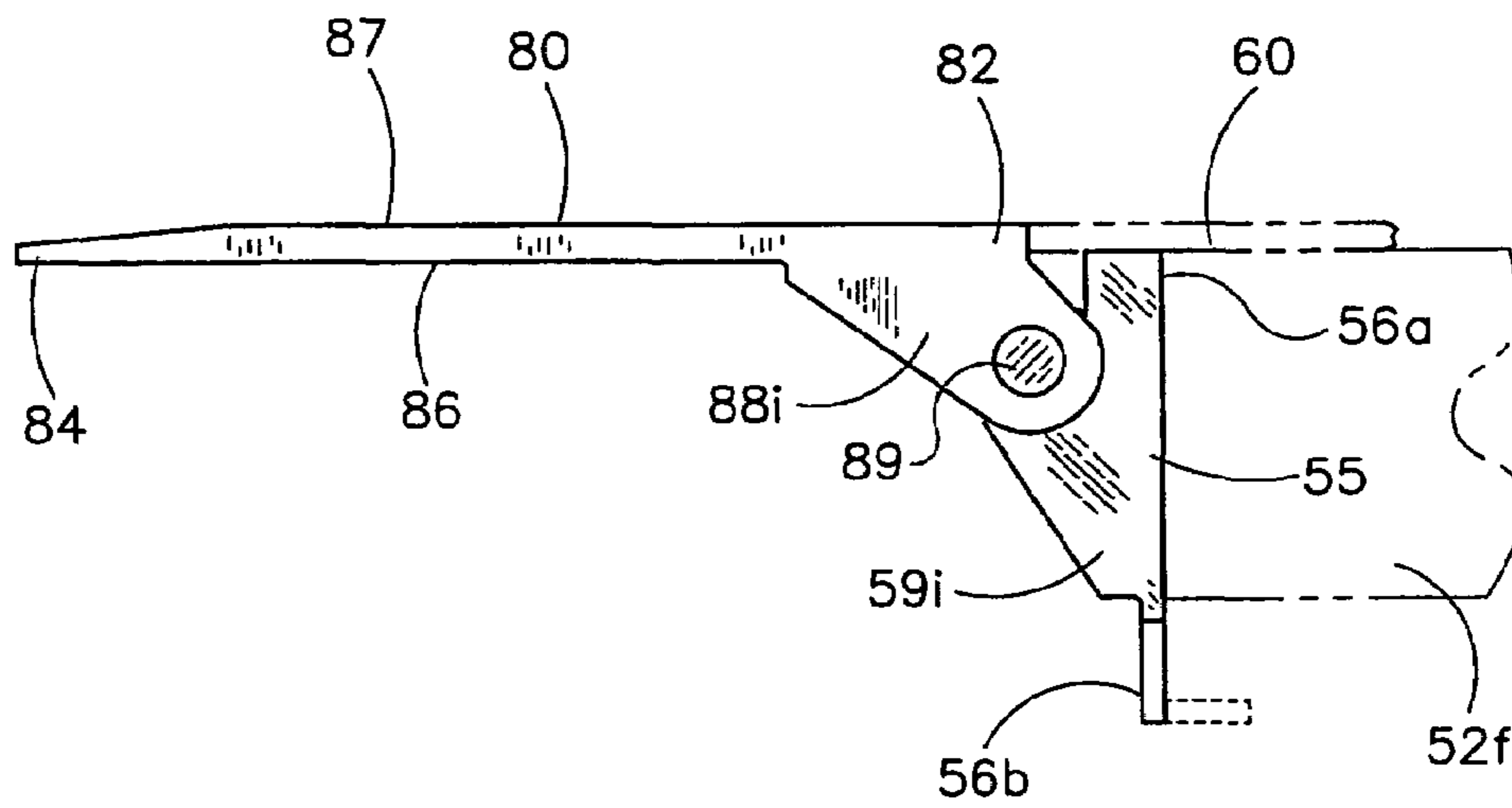
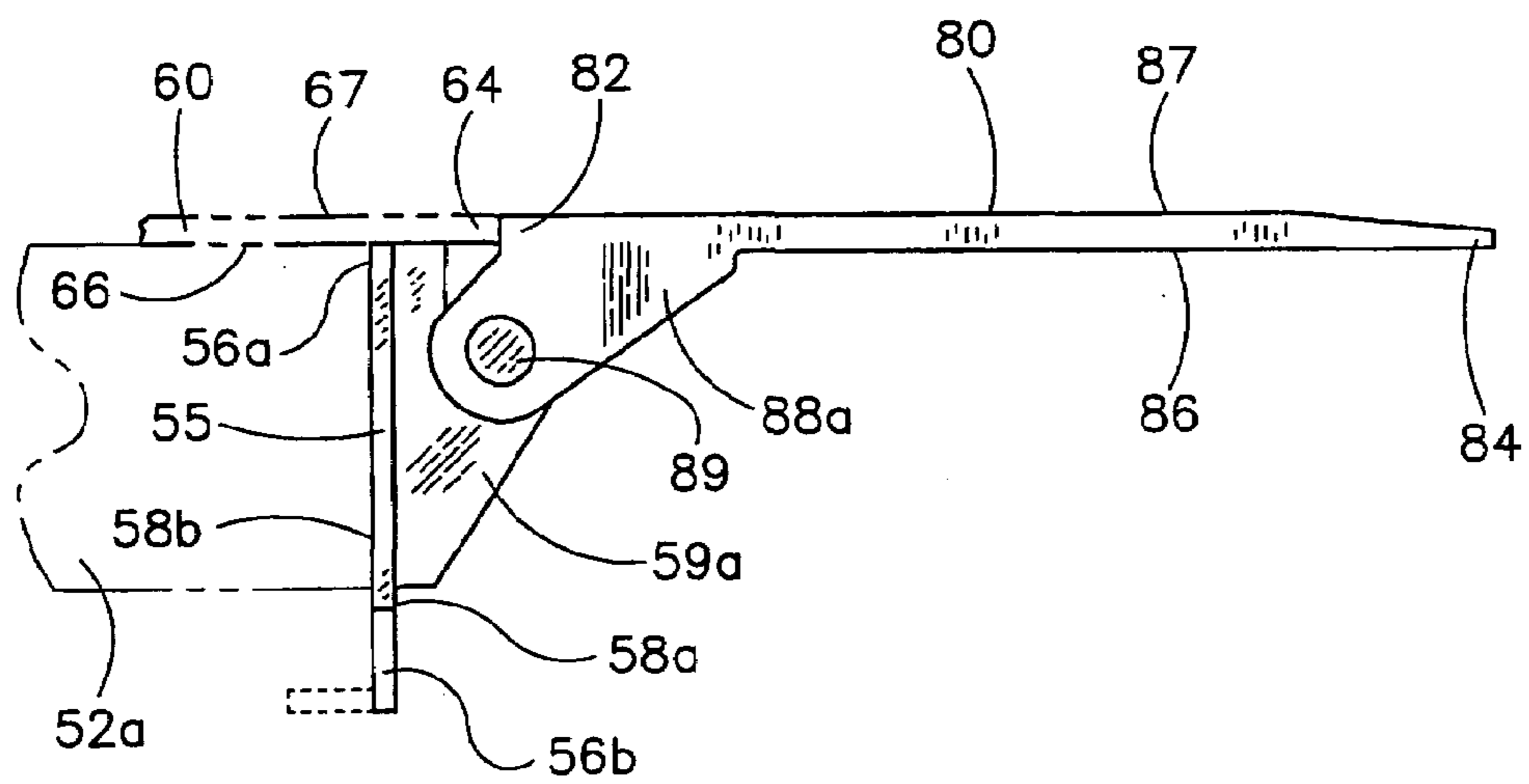


FIG. 10G



**DOCK LEVELER**

This is a divisional application of U.S. patent application Ser. No. 10/328,279 filed Dec. 23, 2002, now U.S. Pat. No. 6,834,409.

**TECHNICAL FIELD OF THE INVENTION**

The present invention relates to a dock leveler with a deck lift assembly that allows a deck and extended lip to rest on and float with a trailer bed as it is unloaded, a lip extension mechanism that activates when the deck is raised and deactivates when it is lowered, and a deck assembly with a combination lip lug and header plate hinge attachment.

**BACKGROUND OF THE INVENTION**

Dock levelers are used to transfer goods between a building and a truck trailer. Dock levers bridge the gap between the building floor to the bed of the trailer or similar carrier. Dock levelers include a frame or support structure for mounting the leveler in a pit of a loading dock. The rear end of a conventional dock leveler is hinged to the building floor. The opposite end has an extendable lip plate that pivots out and onto the trailer bed. Levelers are adapted to move from a generally horizontal position where the upper surface of the deck is flush with the surface of the building floor to a second generally inclined position to provide a ramp between the bed of the truck and the dock floor.

Dock levelers are typically actuated by springs, hydraulics or the like. U.S. Pat. No. 3,137,017 pertains to a spring actuated leveler. U.S. Pat. Nos. 4,619,008 and 4,955,923 pertain to hydraulic levelers. Other dock levers are shown and described in U.S. Pat. Nos. 3,299,456; 3,368,229; 3,530,488, 3,835,497; 3,858,264; 3,877,102; 3,995,342; 4,126,909; 4,279,050; 4,328,602; 4,455,703 and 4,922,568, the disclosures of which are incorporated by reference herein.

Mechanically actuated dock levelers typically support the weight of the deck by springs. The springs are biased to propel the deck upward when a hold down device is released. An operator releases the hold down mechanism to initiate the loading cycle or to reposition the leveler when finished loading. The front lip plate pivots from a hanging or pendant position to an extended position when the ramp is rising or when the operator walks the ramp down. The lip is typically extended by an actuator and held in its extended position by another mechanism. For example, the lip can be extended by a chain attached to the lower frame that tightens as the deck reaches the top of its travel as in U.S. Pat. No. 3,137,017. The lip is held in the extended position by a latch until the dock leveler is "walked down" to a proper position where the lip makes contact with the bed of the trailer. The lip is then supported by the truck, and the latch falls away.

A problem with conventional dock levelers is that the hold down device does not properly allow the deck to rise with the trailer bed as the trailer is unloaded. The hold down device typically has a brake that is allowed to slip or a float spring that compress. Unfortunately, both of these designs have inherent flaws. The slipping action of the brake-type devices causes wear. Adjustment is often required to keep the proper tension. This adjustment varies with different leveler sizes and if not done properly will either slip too easily or hold too tightly and increase wear. Eventually, breakage occurs due to the constant applied friction. The use of a float spring removes the need for adjustment by replacing the slip action with a hold down spring. The problem with float springs is that they cause a "bouncing effect" that

allows the lip plate and deck plate to separate during loading, increasing the frequency of impacts and stress on the front hinge area where most structural failures occur. This problem increases in time as the springs fatigue, weakening its holding ability and increasing the bounce and impact stress.

Another problem with conventional dock levelers is that they tend to lose their ability to fully extend the lip. The lip extension mechanisms begins to fail due to wear and other environmental considerations, a lack of lubrication or spring fatigue. Instead of latching and holding in an outward position, the lip tends to fall back to its pendent position. The leveler remains inoperative until proper lip extension is restored by periodic preventive maintenance or adjustment of the springs. Even a short outage can be significant given that these devices typically operate in a heavy industrial context.

Other levelers replace the mechanical latch with a hydraulic damper that permits the lip to be extended freely but restricted its retraction. Even if the lip is not fully extend, the damper will retard its retraction long enough for the operator to walk the leveler down to the truck bed. Hydraulic dampers also quickly retract under high load, which can protect the lip mechanism from damage when the lip is accidentally struck by a truck that backs into the lip while still extended. Still, hydraulic dampers have two significant drawbacks. First, the damper begins to retract as soon as the load is applied, and the operator must walk the leveler down immediately. Second, the viscosity of the hydraulic fluid is sensitive to changes in temperature. In warm temperatures, the lip falls too quickly for it to come to rest on the truck bed. In cold temperatures, the lip falls too slowly when the leveler is removed from the truck.

A further problem with conventional dock levelers is that the wider, longer or thicker the lip, the harder it is to extend and hold the lip in position. A loaded spring is typically used to assist in extending the lip. Although the assist spring is loaded at all times, the available force of the assist spring is contained when the lip is in its pendent or parked position. The assist spring typically does not start to work until the dock leveler is raised and the lip has already begun to extend. This loss of effective power occurs at the start of its extension, when the assist spring is needed most. Yet, increasing the tension or force of the assist springs makes it harder to walk the unit down.

A still further problem with dock leveler design is controlling the rate the lip retracts from its extended position to its pendent position. Conventional levelers use a damper as part of the lip operation to control the rate of retraction of the lip. Different dampers are required for different lip sizes and weights. One damper may allow a heavy lip to fall too quickly, or a lightweight lip to retract too slowly. As noted above, hydraulic dampers also suffer from variations in the viscosity of the hydraulic fluid due to fluctuations in temperature.

A still further problem with dock levelers is the integrity and durability of the hinge that joins the lip plate to the deck frame. This connection is a critical part of the leveler as it must withstand concentrated stresses as the fork lift and the load it is carrying traverse from the building to the trailer, or visa versa. Conventional dock leveler designs, weld a tubular hinge to the lip plate and to the header plate. The header plate is welded to the deck plate and deck support beams. The concentrated stresses on the tubular hinge traditionally result in stress cracks in the plates and their welds. A second design uses lip plate lugs to lessen these stresses. In lieu of a header plate, cooperating lugs are also welded to the

support beams and deck plate. A problem with this design is that the unsupported front edge of the deck plate is more easily bent and dished between the support beams.

The present invention is intended to solve these and other problems.

#### BRIEF DESCRIPTION OF THE INVENTION

The present invention pertains to a mechanically actuated dock leveler with a mounting frame secured in a pit of a loading dock, and a deck assembly with a deck and extendable lip. A deck lift assembly biases the deck to move from a parked position to a raised position to activate a lip extension assembly. As the deck is "walked down", the lip is extended and the lip extension assembly is deactivated in a controlled manner so that the deck and lip reach an engaged position against the trailer and are kept in place by a hold down mechanism. The deck assembly has a float housing with a vertical slot for releasably engaging the lift assembly to achieve a range of float positions where the deck and lip rest on and float with the trailer as it is loaded and unloaded. The deck assembly has a durable combined lip lug and header plate hinge construction.

One advantage of the present dock leveler invention is that its integrated lifting mechanism combines an upward biased deck lift assembly with a hold down device without permanently attaching the lift assembly or hold down device to the deck or ramp. The deck assembly rests on and floats with the trailer bed as the trailer is unloaded and loaded. The up and down float action created by the trailer springs is removed from the hold down, which removes unnecessary stresses and wear and tear on the dock levelers. Breaks and other friction devices that tend to wear out are avoided, as is the bouncing effect created by the lifting springs or hold down float spring.

Another advantage of the present dock leveler is that the deck remains level during storage and use. The deck lift assembly is centered symmetrically beneath the deck assembly and pushes up against the deck assembly at a central location along its width. The hold down device also attaches to the center of the deck lift assembly along its width. This symmetrical structure eliminates twisting forces on the deck or ramp by the deck lift assembly or the hold down device. Because the hold down is an integral part of and centered within the deck lift assembly, twisting caused by the lift springs or hold down device is avoided. As a result, the deck remains level during use and during storage so that the deck is level to the floor of the dock and an overhead door can close on top of it.

A further advantage of the present dock leveler is that it cushions or controls the rate of speed the floating deck drops down to its home position or raises up to its raised position. A damper is attached directly to and between the deck and deck lift assembly. This damper cushions or controls the rate of speed that the deck drops down when it returns to its home position from a floating position, such as when a trailer is pulled away from the dock when the deck and lip are still resting on the trailer. The damper also cushions or controls the rate of speed of the deck lift assembly rises to engage the floating deck assembly when the hold down mechanism is released and the deck and lip are in a floating position resting on the trailer bed. The deck damper reduces any impact forces when either the trailer leaves while the lip is still engaged on its bed, or when the hold down is released to raise the ramp before returning the ramp to its parked position.

A still further advantage of the present dock leveler is that the rear end of the lip and the front end of the deck remain in a tight abutting engagement while the deck and lip are floating on the trailer bed. This tight abutting engagement eliminates the wear and tear caused by constant impact forces when the lip pivots and separates from the deck, and then slams back into abutting engagement with the deck.

A still further advantage of the present dock leveler invention is that it avoids the aforementioned limitations of conventional lip extension mechanisms. The lip extends when the deck is walked down by a lip extension damper that is directly linked to the lip. The lip extension damper is used to extend the lip rapidly instead of only restricting the retraction of the lip. This allows the lip damper to control lip extension and retraction. Fewer parts are needed. In addition, different size lips do not diminish the effectiveness of the lip damper.

A still further advantage of the present dock leveler is its use of a lip assist spring that activates as the ramp rises and deactivates when the ramp lowers. This allows for a much easier lip extension resulting in a less walk-down force, more efficient use of power and a less restricted lip retraction.

A still further advantage of the present dock leveler is that it provides a linkage device that engages to initiate the lip extension when the deck assembly is raised, and then disengages before the lip fully extends and before the hold down device is engaged. This ensures that the lip cannot be left in an extended position to be impacted by an incoming trailer. This also allows the lip to retract if an obstruction is present at the rear of a trailer.

A still further advantage of the dock leveler is its solid and durable attachment of the lip to the deck and deck frame. A header plate is used to support the front edge of the deck plate across its full width. This header plate is combined with a lip plate lug type hinges to reduce the concentrated stresses on the tubular hinge to provide a longer structural life for the dock leveler.

Other aspects and advantages of the invention will become apparent upon making reference to the specification, claims and drawings.

#### BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a perspective view of a loading dock of a building equipped with the present dock leveler invention, and a truck and trailer carrying a heavy load backed up to the dock leveler.

FIG. 2 is an enlarged view of FIG. 1 showing the dock leveler in its parked position with its deck even with the floor of the loading dock and slightly misaligned with and higher than the trailer bed.

FIG. 3 is a perspective view of the dock leveler in its parked position with the deck and lip cut away to show the mounting frame, deck lift assembly and lip extension mechanism.

FIG. 4 is an enlarged view of a portion of FIG. 3 showing the orientation and structure of some of the components forming the deck lift assembly and lip extension mechanism.

FIG. 5 is a side sectional view of the dock leveler in its parked position and showing the mounting frame, the deck assembly, and both the deck lift assembly and lip extension mechanism.

FIG. 5A is a side sectional view of FIG. 5 showing the mounting frame, deck assembly and the deck lift assembly.

FIG. 5B is a side sectional view of FIG. 5 showing the mounting frame, deck assembly and lip drive mechanism.

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FIG. 6A is a side sectional view of the dock leveler in a raised position showing the mounting frame, deck assembly and deck lift assembly.

FIG. 6B is a side sectional view of the dock leveler in its raised position showing the mounting frame, deck assembly and lip extension mechanism.

FIG. 7A is a side sectional view of the dock leveler in a dynamically extended position and showing the mounting frame, deck assembly and deck lift assembly.

FIG. 7B is a side sectional view of the dock leveler in its dynamically extended position showing the mounting frame, deck assembly and lip extension mechanism raising the lip to an extended position.

FIG. 8A is a side sectional view of the dock leveler in an engaged position and showing the mounting frame, deck assembly, and deck lift assembly with the lip engaging the trailer bed.

FIG. 8B is a side sectional view of the dock leveler in its engaged position and showing the mounting frame, deck assembly, and lip extension mechanism with the lip engaging the trailer bed.

FIG. 9 is a side sectional view of the dock leveler in a floating position with the lip supportably engaging the unloaded truck bed that has risen above the level of the loading dock floor so that the deck lift assembly no longer supports the deck assembly.

FIG. 10A is a perspective view of the lip and hinge plate of the dock leveler, showing the lip in its extended position, and showing the deck frame support beams, a drive bracket and opening, and an assist spring mounting bracket in phantom.

FIG. 10B is a front view of the lip and hinge plate of the dock leveler.

FIG. 10C is a rear view of the lip and hinge plate of the dock leveler.

FIG. 10D is a top view of the lip and hinge plate of the dock leveler.

FIG. 10E is a bottom view of the lip and hinge plate of the dock leveler.

FIG. 10F is a side view of the lip and hinge plate of the dock leveler.

FIG. 10G is a side view of the lip and hinge plate of the dock leveler.

#### DESCRIPTION OF THE PREFERRED EMBODIMENTS

While this invention is susceptible of embodiment in many different forms, the drawings show and the specification describes in detail a preferred embodiment of the invention. It should be understood that the drawings and specification are to be considered an exemplification of the principles of the invention. They are not intended to limit the broad aspects of the invention to the embodiment illustrated.

FIG. 1 shows a building or structure 4 with a loading dock 5. The loading dock 5 has a generally flat, horizontal, elevated floor surface 7 and a generally vertical front wall 8. The building 4 has a doorway 9 with an overhead door (not shown). The loading dock 5 has a pit 10 of sufficient depth to house a dock leveler. The pit 10 has a rear wall or surface 11, a bottom floor or surface 12, opposed sidewalls or surfaces 13, and an open front. The floor 12 of the pit 10 is generally horizontal or slightly sloped for drainage, and is spaced a desired distance from the floor 7 of the loading dock 5. The walls 11 and 13 are generally vertical or normal to the floor surfaces 7 and 12. Although the walls of the building 4 and doorway 9 are shown set back from the front

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wall 8 of the loading dock 5, it should be understood that the building walls and door could be aligned closer to or flush with the front wall 8 without adversely impacting the invention. For example, an overhead door can be positioned directly above the dock leveler toward the open front end of the pit 10.

The loading dock 5 is designed to facilitate access to a trailer 15 of a truck 16 or other carrier. The trailer 15 has a bed 17 upon which items 18 are placed for transport. The trailer bed 17 is spaced above the road or surface on which the trailer is traveling, and the floor 7 of the loading dock 5 is spaced a desired distance from its adjacent driveway or approach 19 so that a trailer bed 17 is somewhat near the level of the dock floor 7 when the rear end of the trailer 15 is backed up to the front of the dock. The floor 12 of the pit 10 is elevated a desired height above the driveway 19, but could be even with or lower than the driveway depending on the particular circumstance without departing from the broad aspects of the invention. The height of the trailer bed 17 relative to the dock floor 7 depends on a variety of factors that include the particular trailer 15 involved and the weight of the item or items 18 on the trailer 15. The trailer bed 17 rises and falls relative to the floor 7 as items 18 are placed on or removed from the trailer 15.

The present invention relates to a dock leveler generally indicated by reference number 20 and shown in FIGS. 2-5. The dock leveler 20 has a variety of components including a mounting frame 30, a deck assembly 50 with an extendable lip 80, a deck lift assembly 100 and a lip extension mechanism 200. The components are robustly designed to support the weight of the deck assembly 50 and the loads it is intended to carry when fork lifts and the like carry items 18 over the leveler 20. The components are generally made of industrial grade steel or materials of similar strength and durability. The components may be painted, coated or otherwise treated to inhibit rust or corrosion.

The mounting frame assembly 30 is located along the floor 12 and rear wall 11 of the pit 10. The frame assembly 30 has front and rear ends, and includes a generally horizontal base frame or platform 31 that is bolted or otherwise rigidly anchored to the floor 12, and a generally vertical riser frame 41 that is similarly anchored to the rear wall 11. The base frame 31 spans the length of the assembly 30, and includes two spaced apart, generally parallel side beams 32 that are rigidly joined by a rear mounting channel 33 located at the rear end of the base frame. The base frame 31 also includes two forward mounting channels 34 located at its front end. The mounting channels 33 and 34 are rigidly anchored to the floor 12 of the pit 10, and the side beams 32 are welded, bolted or otherwise rigidly secured to the mounts 33 and 34. A cross beam 35 is welded or otherwise rigidly secured to the side beams 32 toward the mid section of the base 31. The cross beam 35 has a bracket 36 rigidly secured to and extending forward from its front surface. The bracket 36 supportably receives a pivot rod 36a. The base frame 31 also includes a longitudinal beam 37 located between and generally parallel to the side beams 32. One end of the longitudinal beam 37 is rigidly secured to the cross beam 35 and the other end is rigidly secured to the rear mounting channel 33. A post 38 extends upwardly and generally vertical from the longitudinal beam 37. The post 38 has a top end that supportably receives a pivot rod 38a. The pivot rod 38a is spaced a predetermined distance above the base frame 31 and floor 12. A lip support 39 is rigidly fixed to the front surface of each front mount 34. The beams and post 32, 35, 37 and 38 preferably have a square

cross-sectional shape, and the mounts **33** and **34** preferably have an L-shaped cross-sectional shape.

The riser **41** is located along the rear wall **11** of the pit **10**, and is preferably welded or otherwise rigidly secured to the rear end of the base frame **31**. The riser **41** includes three evenly spaced, generally parallel side beams **42**, joined together by an upper mounting channel **44** and the rear mount **33** of the base frame **31**. The two outer risers **42** are aligned with the side beams **32**. The bottom ends of each riser **42** is rigidly secured to the rear end of its respective side beam **32** or to the rear mount **33**. Each of the outer risers **42** has an angled brace **46**. Each brace **46** is welded or otherwise rigidly secured to its respective side beam **32** and riser **42**. The mounting channel **44** is aligned against and anchored to one or both of the top of the rear wall **11** and the floor **7** of the loading dock **5**. The risers **42** are rigidly secured to the upper mount **44** to firmly support a fixed tubular hinge or pivot mount **48** for pivotally supporting the deck assembly **50**. The frame **30** is preferably permanently attached to case in steel in the building floor at its rear pivot end.

The deck assembly **50** includes a support frame **51** and a deck **60**. The deck assembly **50** and deck **60** are movable through a range of inclined positions between raised and lowered positions as discussed below. The frame **51** has six evenly spaced, parallel beams **52a-f** and side plates **53** joined together by a rear plate **54** and a header plate **55**. The front end of each beam **52a-f** is welded or otherwise rigidly secured at evenly spaced increments to the inside or front surface of the rear plate **54**, and the front end of each beam is welded or otherwise rigidly secured at the same evenly spaced increments to the inside or rear surface of the header plate **55**. The top of the outside or rear surface of the rear plate **54** is firmly and pivotally secured to the hinge **48** at the top of the risers **42** of the support frame **30**. Two spring mounts are secured to the underside of the deck frame **51** as discussed below.

The header plate **55** has a rectangular shape and is aligned substantially vertical and perpendicular to the lower and upper surfaces **66** and **67** of the deck **60** as best shown in FIGS. **5** and **10A-10G**. The plate **55** is aligned parallel to and offset a slight distance rearwardly from the front edge **64** of the deck **60**. The plate **55** has a predetermined height defined by its parallel top and bottom ends **56a** and **56b**, a predetermined width defined by its parallel side ends **57a** and **57b**, and a predetermined thickness defined by its parallel front and rear surfaces **58a** and **58b**. Each side end **57** is generally evenly aligned with its corresponding side end of the deck **60**. The front surface **58a** has a first set of four evenly spaced, parallel lugs **59a-d**, a central lug **59e**, and a second set of four evenly spaced lugs **59f-i**. Each lug **59a-i** extends perpendicularly outward or forward from the front surface **58a** of the plate **55**. Lugs **59b-d** are each linearly aligned with one corresponding beam of the beams **52a-c** of the deck frame **51**, and lugs **59f-g** are each linearly aligned with one corresponding beam of beams **52d-f**.

The deck **60** is preferably a sheet or plate of metal. The deck **60** has a predetermined length defined by its parallel rear and front ends **62** and **64**. The rear end **62** is flushly aligned with the rear plate **54**, and its front end **64** extends slightly beyond the header plate **55**. The deck **60** has a predetermined width defined by its parallel side edges **65**, each of which extends a slight distance beyond its corresponding side plate **53**. The deck **60** has a predetermined thickness defined by its parallel lower and upper surfaces **66** and **67**. The lower surface **66** is welded or otherwise rigidly secured to the frame **51**, and its upper surface **67** is generally flat and free and clear of obstructions. The upper end of the

rear plate **54** is continuously welded to the lower surface **66** of the deck **60**, and the upper end **56a** of the header plate **55** is continuously welded to the lower surface **66** from one side **65** and **57** of the deck and header plate to the other. The deck assembly **50** is pivotally secured to hinge **48** so that the upper surface **67** of the deck is parallel to the floor **7** of the deck **5** when the deck is in its home or parked position **50A** as shown in FIG. **5**.

The deck assembly **50** includes a float housing **70**. The float housing **70** has two like-shaped, generally planar, spaced apart plates **72** that extend downwardly from the deck **60**. The upper end of each plate **72** is preferably welded or otherwise rigidly secured the underside **66** of the deck **60**, and are located about midway between the side edges of the deck and between the support beams **52c** and **52d**. Each plate **72** has a substantially linear slot **74** with predetermined width and length dimensions. The plates **72** and their slots **74** are in substantial registry when viewed from the side and have upper and lower ends **75** and **76**. The slot **74** is substantially vertical when the deck **60** is in its horizontal or parked position **50A**.

The deck assembly **50** includes the extendable lip **80** that has a generally rectangular shape and is hingably or otherwise pivotally secured to the header plate **55**. The lip **80** has a predetermined length defined by its parallel inner or hinged end **82** and its outer or free end **84**. The lip **80** has a predetermined width defined by its parallel side edges **85**, each of which is aligned in the same plane as its corresponding side edge **65** of the deck **60**. The lip **80** has a predetermined thickness defined by its generally parallel lower and upper surfaces **86** and **87**. The upper surface **87** is slightly sloped toward the lower surface **86** near outer end **84**.

The lower surface **86** of the lip **80** has eight substantially evenly spaced, parallel lugs **88a-i** located along its hinged inner end **82**. One set of four lugs **88a-d** is located along the length of one half of the lip **80**, a middle lug **88e** is located at the center of the lip, and a second set of four lugs **88f-i** is located along the length of the other half of the lip. Each lug **88a-i** is perpendicular to and extends rearwardly and downwardly from the lower surface **86**. Each lug **88a-h** is aligned to flushly engage one corresponding lug **58a-i** of the header plate **55**. The side of each lip lug **88a-i** flushly engages the side of its corresponding header lug **59a-i**. Lip lugs **88a-e** engage the left side of their corresponding header lug **58a-e**, and lip lugs **88f-i** engage the right side of their corresponding header lug **58f-i**. Each header lug **58a-i** and each lip lug **88a-i** has a hole. These holes are linearly aligned holes to receive the pivot rod **89**. The pivot rod **89** passes through each hole in the lugs **58a-i** and **88a-i** to pivotally connect the lip **80** to the deck assembly **50**. The lip **80** is adapted to move between a pendant or hanging position **91** as in FIGS. **3**, **5**, **6A** and **6B**, and a fully extended position **92** as in FIGS. **9** and **10A-10G**, or any intermediate or partially extended there between such as positions **93** as in FIG. **7A** and **7B**. The lip **80** is biased into its hanging position **91** by its own weight. When in its hanging position **91**, the lip **80** is generally parallel to the header plate **55**. When lifted to its fully extended position **92**, the rear of hinged end **82** of the lip **80** abuts the front or free end **64** of the deck **60**, and the lip is generally parallel to the deck.

The dock leveler **20** has a deck lift assembly **100** shown in FIGS. **3-5** for releasably supporting the deck assembly **50** and raising and lowering it through a range of positions between upper and lower positions by pivoting or rotating it up or down about hinge **48**. FIGS. **5A**, **6A**, **7A**, **8A** and **9** show the lift assembly **100** with the deck assembly **50** in its parked position **50A**, raised position **50B**, dynamically

extended position **50C**, engaged position **50D** and float position **50E**, respectively. The lift assembly **100** includes a lower lift frame or arm **102** with an inner pivoting end **103** and a free end **104**. The lower lift frame **102** is formed by two spaced support or side beams **105** that are integrally joined together at the inner end **106** by a cross mount **107** and at the free end **104** by a cross beam **106** so that these components move in unison. The support beams **105** are located between the side beams **32** of the base frame **31**, and are generally parallel to the beams **32** when the deck assembly **50** is in its home or parked position **50A** as in FIGS. **3**, **5** and **5A**. The cross mount **107** is pivotally secured to the pivot rod **36a** of the base frame **31** so that the lower lift arm **102** is free to rotate about the pivot rod.

A lift biasing mechanism **110** that continuously biases the deck into its fully raised position **50B**. The free end **104** of the lift arm **102** rotates or pivots upwardly about pivot rod **36a** as in FIG. **6A**. The lift biasing mechanism is formed by a set of two spring attachments **111**. Each spring attachment **111** includes a spring **112**, an adjustable mount **113** and a rigid mount **114**. One adjustable mount **113** is secured to each of the two side beam **105** at a location a little more than half way toward its free end **104**. This mount **113** includes a threaded rod and bolt for tightening or loosening the tension on the spring **112**. Each rigid mount **114** is secured between two adjacent beams **52** toward the rear of the deck frame **51**. One mount **114** is secured to beams **52b** and **52c**, and the other is secured to beams **52d** and **52e**. Each rigid mount **114** has a rod **114a** that extends laterally between its respective beams **52b** and **52c** or **52d** and **52e**. One end of each spring **112** is hooked or otherwise pivotally secured to its adjustable mount **113**, and the other end is hooked or otherwise pivotally secured to the rod **114a** of its corresponding rigid mount **114**.

The deck lift assembly **100** includes an upper lift arm **120** with lower and upper ends **123** and **124**. The lift arm **120** is formed by two like-shaped struts **125**, a hinge mount **126** and a push rod **128**. The struts **125** are parallel and spaced apart to straddle the plates **72** of the float housing **70**, and are generally planar to the plates **72**. The lower pinned end **123** of each strut **125** is pivotally attached to the hinge mount **126** so that the upper lift arm **120** is free to rotate or pivot about the hinge mount. The upper ends **124** of the struts **125** have aligned holes for securely receiving the push rod **128**. The push rod **128** has a predetermined diameter sized to snugly fit and freely move inside the slot **74** of the float housing **70** from one end **75** of the slot to the other **76**.

A hold down mechanism **130** is provided to hold the deck assembly **50** at its parked position **50A** as in FIGS. **3**, **5** and **5A** or at a desired inclined position such as engaged position **50D** as in FIG. **8A**. The deck lift assembly **100** continuously biases the deck **50** up toward its fully raised position **50B** as in FIG. **6A**. The hold down mechanism **130** includes a conventional telescoping hold down bar **131** formed by a first fixed bar **132**, a telescoping bar **133** with an outer end **134**, and a ratchet mechanism **135**. The fixed bar **132** has an end that is firmly pinned to the cross mount **106** of the lower lift arm **102**. Its outer end is adapted to securely receive the one-way ratchet mechanism **135**. The ratchet mechanism **135** includes a locking mechanism with a release lever **136** and release activation mechanism **137** formed by a cable and a handle **138** that is accessible from the deck **50**. The locking mechanism is biased into a locked position. Unlocking the lock mechanism to an unlocked position by rotating release lever **136** via releasing activation mechanism **137** allows the telescoping bar **133** to telescope out or retract.

The telescoping bar **133** is notched along one face so that the length of the hold down bar **131** can be set to a desired length by the ratchet mechanism **135**. The telescoping bar **133** can extended through a range of extend positions between a retract position and a fully extended position. The ratchet mechanism **135** allows its overall length to shorten or retract at any time, but only allows its length to lengthen or telescope out when the lever is released by the operator. The outer end **134** of the telescoping bar **133** passes between the plates **72** of the float housing, and securely and pivotally receives push rod **128**. The telescoping bar **131** is integrally and pivotally joined to the upper lift arm **120** by the push rod **128** to form a joint that remains inside the slot **74**. The lower arm **102**, upper arm **120** and hold down mechanism **131** form a triangular structure **140** that can vary in its shape as discussed below. The lower arm **102**, upper arm **120** and hold down mechanism **131** each form one side **141**, **142** and **143** of the triangle **140**, respectively, as shown in FIG. **5**. The sides **141** and **142** formed by the lower and upper arms **102** and **120** remain constant. The side **143** formed by the hold down **131** varies through a range of lengths between its retracted and fully extended lengths. The sides **141** and **142** of the triangle **140** formed by the lower and upper arms **102** and **120** form an angle of about 45° when the deck assembly **50** is in its parked position **50A** and an angle of about 110° when in the raised position **50B**.

A damper **150** controls the rate of speed the deck assembly **50** and lift assembly **100** move relative to each other, such as when the deck assembly is in a float position **50E** as in FIG. **9**. The damper **150** has a first half with a first end **152**, and a mating second half with a second end **153**. The first end **152** is pivotally secured to a bracket **154** welded to the cross beam **107** at the outer end **104** of the lower arm **102**. The second end **153** is pivotally secured to a bracket **155** welded to the underside of the deck **60**. When the push rod **128** is located at the upper end **75** of the slot **74** as in FIGS. **5–8**, the damper **150** is in a retracted or deactivated position **156**. When the push rod **128** is spaced from the upper end **75** of the slot **74** as in FIG. **9**, the damper **150** is in an extended or activated position **157**. The deck damper **150** resists compression to control the rate of speed that the deck assembly **50** drops when the trailer **15** leaves the dock **5** with the deck assembly **50** in its floating position **50E**. The deck damper **150** also controls the rate of speed that the lift assembly **100** rises when the hold down mechanism **130** is released and the deck assembly **50** is in the floating position **50E**.

The dock leveler **20** has a lip extension assembly **200** shown in FIGS. **3–5** for extending the lip **80** for engagement with a trailer bed **17**. FIGS. **5B**, **6B**, **7B** and **8B** show the lip extension assembly or mechanism **200** with the deck assembly **50** in its parked position **50A**, raised position **50B**, dynamically extended position **50C** and engaged position **50D**, respectively. The mechanism **200** lifts or rotates the lip **80** from its pendant position where it is substantially perpendicularly oriented to the deck **60** as in FIG. **6B** to its extended position where it is substantially horizontal and relatively planar to the deck **60** or dock floor **7** as in FIG. **7B**.

The lip extension mechanism **200** is formed by a number of components including a push bar or drive member **210**, a crank or connector **220**, a drive link **240** and a drive bracket **250**. These components are arranged one adjacent to the other, and are connected or otherwise securably or releasably linked together in series to work in unison to extend the lip **80** of the deck assembly **50**. The components are permanently or releasably joined or secured to the others in force transmitting communication to enable the lip extension

assembly **200** to push or drive the lip plate **80** from its pendant position toward its extended position. The push bar **210** has a predetermined length and first and second ends **213** and **214**. The first or load bearing end **213** is pinned or otherwise pivotally secured the pivot rod **38a** on the post **37** of the base frame **31**. The crank **220** is formed by a plate **221** having a predetermined length with opposed ends **222** and **223**. The crank plate **221** has a wider mid section **224** so that it takes on a generally triangular shape with a third end **225**. One end **222** is pinned or otherwise pivotally secured to the underside of the deck **60** via a mounting bracket **226** and rod **226a**. The mid section end **225** of the crank plate **221** is pinned or otherwise pivotally secured to the second end **214** of the push bar **210** via a rod **214a**. A pair of studs **227** and **228** extend from one side of the crank plate **221**. The first or drive stud **227** is located between free end **223** and mid section end **225**. The second or release stud **228** is slightly offset from the drive stud **227** in the direction of the free end **223**.

The drive link or rod **240** moves between engaged or disengaged positions at predetermined angles of deck incline to selectively extend the lip **80** when the deck is being lowered or to allow the lip to rotate under its own weight to its pendant position **91**. The drive link **240** has a predetermined length and first and second ends **242** and **243**. The second free end **243** has a notch **244** to receive and abuttingly engage the drive stud **227**. As the deck **50** is raised, as in FIG. 6B, the crank plate **221** is pulled or rotated back by the push bar **210** so that the drive stud **227** is above the release stud **228** and the notched end **243** of the link **240** is aligned over the drive stud **227**. The notched end **243** of the link **240** drops down under its own weight so that the drive stud **227** is received by the notch **244**. The drive link **240** is now in its engaged position **245**. The degree of incline needed to allow the crank **220** and drive link **240** to move into their engaged position **245** is partially determined by the length of the drive link. When the drive link **240** is in its engaged position **245** and the deck **60** is "walked down," the push bar **210** pushes the crank plate **221** and drive link **240** forward to extend or raise the lip **80**. The crank **220** and drive link **240** move toward their release or disengaged position **247** when the deck assembly **50** approaches its dynamic extended position **50C** as in FIG. 7B. The release stud **228** engages the bottom side of the drive link **240** and pushes its free end **243** up and out of engagement with drive stud **227**. The drive link **240** is shown in its release position in FIG. 8B.

The drive bracket **250** is formed by two like-shaped plates **252**. The plates **252** are spaced apart and parallel when viewed from the front, and in registry when viewed from the side. The plates **252** are joined by a bracket (not shown) so that they move in unison. Each plate **252** has first and second ends **253** and **254**. A pivot hole is located toward the first end **253** of each plate **252** to pivotally receive pivot rod **89**. The first end **253** has a flat abutment **255** adapted to flushly and releasably engage the underside **86** of the lip **80**. The second end **254** is pinned or otherwise pivotally secured to the first end **242** of the drive link **240** by a pivot rod **254a**. When the drive link **240** is engaged and the deck **60** is being lowered, the drive link **240** pushes the drive bracket **250** and rotates it forward about pivot rod **89**. The abutment **255** flushly engages the underside **86** of the lip **80** and rotates the lip to an extended position, such as when the deck assembly **50** is in its dynamically extended position **50C**. The lip **80** is now substantially horizontal to the floor **7** and trailer bed **17**, and its upper surface **87** approaches a generally parallel alignment to the upper surface **67** of the deck **60**. When the drive

link **240** is disengaged and the drive bracket **250** is not being forced forward, the weight of the lip **80** biases it to rotate down until it engages the surface of the trailer bed **17**. When the trailer **15** pulls away from the loading dock **5** or there is no trailer in front of the dock leveler **20** when it is being lowered, the weight of the lip **80** biases it into its generally vertical pendant position **91** so that its free end **84** is able to mate into or be received by the lip supports **39**.

The lip extension **200** includes an assist spring **270** and a damper **280** for helping extend the lip **80**. The spring **270** is stretchable through a range of lengths. The spring **270** has a first end **272** that is hooked or otherwise pivotally secured to the free end **223** of the crank plate **221**, and another end **273** that is hooked or otherwise pivotally secured to a bracket **274** welded to the rear surface of the header plate **55**. When the push bar **210** and crank **220** are pulled or rotated back as in FIG. 6B, the assist spring **270** is stretched to an activated position **275** to help pull the crank **220** forward and extend the lip **80** via the drive link **240** and drive bracket **250** to its extended position **93** as in FIG. 7B. The decoupling of the drive link **240** from the crank **220** deactivates the assist spring **270**. When the lip **80** is extended and the deck **60** continues to be walked down so that the lip engages the trailer bed **17** as in FIG. 8B, the spring **270** recoils and is in a deactivated position **287** that does not resist the lip from falling back to its pendant position **91**. This resistance is controlled by the damper **280**.

The damper **280** is movable between retracted and extended lengths. The damper **280** has a first half **283** with a shaft that fits between the two plates **252** of the drive bracket **250**. The end of the shaft has an opening for receiving rod **254a** and pivotally securing the damper **280** to the bracket **250**. The damper **280** has a second half **284** with an opposed shaft. The end of this shaft is pivotally secured to the free end **223** of the crank plate **221** in the vicinity of the drive stud **227** so that the damper is roughly parallel to the drive link **240**. When the deck assembly **50** is in its parked position **50A** as in FIG. 5B, the damper **280** is in a retracted or otherwise deactivated position **287**. When the deck assembly **50** is raised and the push bar **210** and crank **220** are rotated back as in FIG. 6A, the damper **280** is pulled to an extended or activated position **285** in which the damper is filled with air. The damper **280** is designed to freely allow it to open to its extended position **285** so that it does not inhibit raising the deck assembly **50**, and to resist sudden closing to its retracted position **287**. When the push bar **210** and crank **220** are pushed or rotated forward in a relatively quick manner, such as when the deck is being walked down between FIGS. 7B and 8B, the damper **280** resists being rapidly pushed into its retracted position **287**. Even though the drive link **240** disengages, the damper **280** continues to maintain the lip **80** in its extended position **93** by actively resisting the lip from rotating down during the relatively quick descent of the deck **60**.

#### Operation of the Dock Leveler

Although the operation of the dock leveler should be apparent given the above discussion, the following is provided to assist the reader. When the dock leveler **20** is in its parked position **50A** as in FIG. 5, the operator pulls a handle **138** that releases the hold down device **130**, which allows the biasing mechanism **110** to raise the lower arm **102** upwardly by rotating it about pivot rod **36a**. This upward movement of the lower arm **102** simultaneously causes the outer end **124** of upper arm **120**, which must remain in slot **74** of the float housing **70**, to rotate away from the lower arm



102. The push rod 128 of the arm 120 pushes up against the upper end 75 of the float housing 70, which causes the deck or ramp assembly 50 to pivot upwardly about its rear end 62 and hinge 48 so that the front end 64 rises to its raised position 50B as in FIG. 6A. As the ramp assembly 50 ascends, the push bar 210 pulls the extension crank 220 back. The crank 220 pivots about its pinned end 222, which is secured to the underside 66 of the ramp 60. As the ramp assembly 50 approaches the extent of its upward motion, the linkage arm 240 slides from an inoperative position 247 to an operative or engaged position 245 by locking its notched end 244 into secure engagement with the pivot pin or drive stud 227 of the crank 220 as in FIG. 6B. As the deck assembly 50 rises, the lip assist spring 270 extends from an at rest position 277 to a stretched or powered position 275 to bias the crank 220 and lip 80 forward, making it easier to extend the lip. As the deck assembly 50 rises, the damper 280 is also pulled in to an operative position 285.

With the linkage arm 240 engaged, the assist spring 270 and damper 280 activated, and the relative motion of the ramp 60 stopped in its raised position 50B, the operator then walks forward on the deck or ramp 60 towards the lip 80 toward its front edge 64. The weight of the operator overcomes the force of the lifting springs 112 and the ramp descends as in FIGS. 7A and 7B. As the ramp 60 begins to descend, the lip 80 begins to extend via the interconnected drive bracket 250, linkage arm 240, extension crank 220 and push bar 210 connected to the stationary frame 30. As the ramp assembly 50 rotates and moves forward and downward into its dynamic or intermediate position 50C, the forward rotation of the extension crank 220 and the orientation of the drive and release studs 227 and 228 cause the linkage arm 240 to unlock or disengage. The damper 280 does the final extension of the lip 80 onto the trailer bed 17 to engaged position 50D. At this time, the lip assist spring 270 reverts to its deactivated position 277. This allows the lip 80 to retract or pivot down into its pendant position 91 restricted only by the damper 280 so that the lip retracts more quickly and more easily than a conventional assisted lip.

As the ramp 60 continues to descend, the lip 80 extends onto the trailer bed 17 and into engaged position 50D as in FIGS. 8A and 8B. The operator is now free to drive a forklift or lift truck in and out of the trailer across the ramp 60 and lip 80. As a trailer 15 is unloaded, its suspension springs raise its trailer bed 17. As the trailer bed 17 raises, the lower arm 102, upper lift arm 120 and hold down 130 do not move. The springs 112 continue to pull with the same force on the lower lift arm 102, but the hold down mechanism 130 continues to maintain the lower lift arm, upper lift arm 120 and hold down mechanism in a fixed pattern 140. The ends 124 and 134 of the upper arm 120 and hold down mechanism 130 are pinned together by the push rod 128, which remains inside the slot 74 of the float housing 70, but are not rigidly secured to the deck assembly 50. This releasable attachment of the triangle 140 to the deck assembly 50 allows the operator to control the incline position of the deck 50. The releasable attachment also allows the deck lift assembly 100 and triangle 140 to release from the deck 50 to allow its rear end 62 to pivot about hinge 48 and the forward end 64 and lip 80 to float atop a trailer 15 as goods 19 are unloaded from or loaded onto the trailer. When the lip 80 is fully extended and resting on the trailer bed 17, the inner or pinned rear end 82 of the lip 80 is in abutting engagement with the front end 64 of the deck 60, which prevents further rotation of the lip and fixes the lip into parallel alignment with the deck 60. Thus, when the trailer bed 17 and lip rise, the lip pulls the front end 64 of the deck

assembly 50 and ramp 60 in a generally vertical direction as in FIG. 9. The full weight of the ramp assembly 50 and its lip 80 are applied to the trailer 15, less the weight carried by the hinge 48. As a result, the lift springs 112 are no longer applying force on the ramp 60, which eliminates the forces that cause a "bounce effect" as the fork lift moves across the ramp and onto the trailer bed.

When the load 18 is placed on the trailer bed 17, the trailer bed drops down due to the weight of the load. The lip 80 and deck assembly automatically pivotally adjust downward so that the outer end 84 of the lip remains in engagement with the bed 17. The lip will initially pivot down under its own weight. The deck assembly 50 will pivot down when a person or forklift travels back onto the deck 60 until the rear end 82 of the lip 80 is again in abutting engagement with the front end 64 of the deck 60. The deck assembly 50 can pivot down until its lower arm 102 bottoms out against the floor 12 of the pit 10. It should be understood that the floor 12 can be recessed further beneath the lift assembly 100 to allow the deck assembly 50 to be pivoted downward or lowered significantly below the surface 7 of the deck 5 without departing from the broad aspects of the invention.

When the trailer 15 has been loaded or unloaded and is ready to pull away, the operator can use the handle 138 to release the hold down mechanism 130 to raise the deck assembly 50 to an intermediate or slightly inclined position that is below the dynamic position 50C so that the drive link 240 is not engaged. The lip 80 then pivots down to its pendant position 91 generally perpendicular to the deck 60 and parallel to the header plate 55. The operator then walks down the deck so that the deck assembly 50 is in its parked position 50A where the lip 80 is received by or mates into and is supported by the lip supports 39. Should the trailer pull away while the deck assembly 50 and its lip 80 are floating and still engaging and supported by the trailer bed 17 as in FIG. 9, the deck assembly will simply pivot down until the push rod 128 of the lift assembly 100 engages the upper end 75 of the slot 74 of the float housing 70. The deck damper 150 controls the speed and cushions the decent of the deck assembly 50. The lip 80 will also simply pivot down until it is in a generally vertical hanging position 91. The lip damper 280 controls the speed and cushions the decent of the lip 80. From this disengaged position, the operator can walk down the deck to its parked position A if the free end 84 of the lip 80 is above the lip supports 39, or the operator can raise the deck assembly 50 to the intermediate or slightly inclined position and walk down the deck to put it in its parked position 50A.

While the invention has been described with reference to a preferred embodiment, it will be understood by those skilled in the art that various changes may be made and equivalents may be substituted without departing from the broad aspects of the invention.

I claim:

1. A dock leveler for forming a bridge between a floor of a loading dock and a trailer bed, said dock leveler comprising:

- a deck assembly including a deck with first and second ends, said deck being movable through a range of inclined positions between raised and lowered inclined positions;
- a lip assembly including a lip plate with inner and outer ends, said lip plate being operably movable between pendant and extended positions, said lip plate being biased toward said pendant position, and said lip plate being substantially flush with said deck when in said extended position;

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a lip extension assembly having a series of linked components including a drive member and a drive link, said lip extension assembly being movable between engaged and disengaged positions, said drive member having a load bearing end offset from said deck assembly, said drive member and said drive link being in driving communication with said lip plate when in said engaged position, and one of said series of linked components being released from pushing engagement with an other of said linked components when in said disengaged position, said lip plate being movable between its said extended and retracted positions when said lip extension assembly is in its said disengaged position, said lip extension assembly being biased into said engaged position when said deck is in said raised position and biased into said disengaged position when said deck is below an intermediate inclined position, and said lip extension assembly driving said lip plate toward its said extended position as said deck is lowered toward said intermediate inclined position and said lip extension assembly is in its said engaged position.

2. The dock leveler of claim 1, and wherein said drive link is releasably joined to said drive member, said drive link being movable between engaged and disengaged positions, said drive link being in pushing engagement with said drive member when in said engaged position, and said drive link being released from said pushing engagement with said drive member when said lip extension assembly is in its said disengaged position.

3. The dock leveler of claim 2, and wherein said lip extension assembly includes a crank connector to releasably join said drive link to said drive member when in said engaged position, said crank connector being pivotally secured to said deck assembly and releasably secured to said link when in said engaged position.

4. The dock leveler of claim 3, and wherein said crank connector is a lever having a fixed end and a free end, said fixed end of said lever being pivotally secured to said deck assembly, said mid-section being secured to said drive member at a mid-location, and said lever being releasably secured to said link between said mid location and said free end.

5. The dock leveler of claim 4, and wherein said load bearing end of said drive member is fixed relative to said deck assembly, and said drive member has an outer end pivotally secured to said crank connector.

6. The dock leveler of claim 4, and wherein said lip extension assembly includes a first lip assist mechanism, said lip assist mechanism being connected to said deck assembly and proximal said free end of said lever, said first lip assist mechanism biasing said lip from said retracted position toward said extended position when said deck is in said raised position.

7. The dock leveler of claim 6, and wherein said first lip assist mechanism is a spring stretchable through a range of lengths between relaxed and activated positions.

8. The dock leveler of claim 6, and wherein said lip extension assembly includes a bracket secured to said deck

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assembly, said bracket being connected to said drive link and abuttingly engaging said lip plate when in said engaged position.

9. The dock leveler of claim 8, and wherein said lip extension assembly includes a second lip assist mechanism, said second lip assist mechanism being connected to said bracket and said lever, said second lip assist mechanism biasing said lip plate toward said extended position when said deck moves from said raised position toward said lowered position.

10. The dock leveler of claim 9, and wherein said second assist mechanism is a damper movable between a retracted and extended lengths, said damper being adapted to freely expand toward said extended length and resist compression back toward a retracted length, and said damper is connected to said lever proximal its said mid location.

11. The dock leveler of claim 10, and wherein said damper extends to an activated position when said deck is at its said raised position and remains activated when said deck is moved toward its said intermediate incline position, said damper continuing to bias said lip plate toward its said extended position when said deck is lowered below said intermediate position toward said lowered position.

12. The dock leveler of claim 5, and further including a mounting frame, said first end of said deck assembly being pivotally secured to said mounting frame, and said load bearing end of said drive member being pivotally secured to said mounting frame, said lever moving toward said first end of said deck assembly when said deck is raised toward said raised position, and said lever moving toward said second end of said deck assembly when said deck is lowered toward said lowered position.

13. The dock leveler of claim 9, and wherein said lever has first and second studs, said inner end of said drive link drivingly engaging said first stud when in said engaged position, and said second stud forcibly engaging said drive link to dislodge said drive link from its said engaged position with said first stud to release said drive link to its said disengaged position when said deck is lowered past its said intermediate incline position.

14. The dock leveler of claim 1, and further including a lift assembly adapted to move said deck between its said inclined positions, said lift assembly biasing said deck toward its said raised position, said lift extension assembly cocking said lip extension assembly into its said engaged position when said deck is in said raised position.

15. The dock leveler of claim 14, and further comprising a hold down mechanism connected to said lift assembly, said hold down mechanism being operable to selectively prevent said lift assembly from biasing said deck toward its said raised position, said lip extension assembly, lift assembly and hold down mechanism combining to operably position said deck and lip atop the trailer bed.

16. The dock leveler of claim 15, and wherein said lip plate is biased by its own weight toward its said retracted position.

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